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

Agenda - Final Revised

Thursday, February 26, 2026

10:00 AM

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Board of Directors - Regular Board Meeting

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Jacquelyn Dupont-Walker, 1st Vice Chair
Kathryn Barger, 2nd Vice Chair
Karen Bass
James Butts
Janice Hahn
Lindsey Horvath
Holly J. Mitchell
Ara J. Najarian
Imelda Padilla
Tim Sandoval
Hilda Solis
Katy Yaroslavsky
Gloria Roberts, non-voting member

Stephanie Wiggins, Chief Executive Officer

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 general 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 General 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.

TECHNOLOGY DISRUPTIONS - Although staff will do their due diligence to restore service, if joining the meeting virtually, please be aware that the Committee or Board may continue its meeting not withstanding a technical disruption that prevents members of the public from attending or observing the meeting via the two-way telephonic service or two-way audio visual platform.

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 coming before an agency involving a license, permit, or other entitlement for use including all contracts (other than competitively bid contracts that are required by law, agency policy, or agency rule to be awarded pursuant to a competitive process , labor contracts, personal employment contracts, contracts valued under $50,000, contracts where no party receives financial compensation, contracts between two or more agencies, the periodic review or renewal of development agreements unless there is a material modification or amendment proposed to the agreement, the periodic review or renewal of competitively bid contracts unless there are material modifications or amendments proposed to the agreement that are valued at more than 10 percent of the value of the contract or fifty thousand dollars ($50,000), whichever is less, and modifications of or amendments to any of the foregoing contracts, other than competitively bid contracts), shall disclose on the record of the proceeding any contributions in an amount of more than $500 made within the preceding 12 months by the party, or the party's agent, to any officer of the agency. When a closed corporation is party to, or participant in, such a proceeding, the majority shareholder must make the same disclosure. 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.

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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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 Meeting begins at 10:00 AM Pacific Time on February 26, 2026; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 888-978-8818 and enter
English Access Code: 5647249#
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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 10:00 AM, hora del Pacifico, el 26 de Febrero de 2026. Puedes unirte a la llamada 5 minutos antes del comienso de la junta.

Marque: 888-978-8818 y ingrese el codigo
Codigo de acceso en ingles: 5647249#
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Los comentarios del público se tomaran 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

1. APPROVE Consent Calendar Items: 2, 5, 6, 8, 9, 17, 18, 19, 20, 23, 24, 26, and 27.

Consent Calendar items are approved by one motion unless held by a Director for discussion and/or separate action.

All Consent Calendar items are listed at the end of the agenda, beginning on page 8.

NON-CONSENT

3. SUBJECT: REMARKS BY THE CHAIR 2026-0150

RECOMMENDATION

RECEIVE remarks by the Chair.

4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER 2026-0151

RECOMMENDATION

RECEIVE report by the Chief Executive Officer.

30. SUBJECT: PUBLIC HEARING ON RESOLUTION OF NECESSITY FOR EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT 2025-1039

RECOMMENDATION

ADOPT the proposed Resolution of Necessity authorizing the commencement of an eminent domain action to acquire the Fee Simple Interest ("Fee Interest") and certain Improvements Pertaining to Realty ("IPR") for the property identified in Attachment A and described as 9462 Van Nuys Boulevard and 14540 Plummer Street, Panorama City, CA 91402, APN: 2264-030-016, 078; ESFV-B-006-1 (B-006).

The interests being acquired in the above-listed property are referred to herein as the "Property Interests."

(REQUIRES TWO-THIRDS VOTE OF THE FULL BOARD)

Attachments: Attachment A - Staff Report

Attachment B - Resolution of Necessity

Presentation

31. SUBJECT: 2026 FIFA WORLD CUP STADIUM SHUTTLES 2026-0141

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD a five-month, firm fixed unit rate contract, Contract No. OP2026710000 to Zum Services, Inc., to provide bus transportation services from El Camino College, located in Torrance, CA, to and from Los Angeles (SoFi) Stadium, located in Inglewood, California, for a total of eight FIFA World Cup games in the Not-To-Exceed (NTE) amount of $493,110.00, subject to the resolution of any properly submitted protest(s), if any;

B. AWARD a five-month, firm fixed unit rate contract, Contract No. OP2026710001 to Zum Services, Inc., to provide bus transportation services from Los Angeles International Airport area hotels and parking zones to and from Los Angeles (SoFi) Stadium, located in Inglewood, California, for a total of eight FIFA World Cup games in the Not-To-Exceed (NTE) amount of $390,774.00, subject to the resolution of any properly submitted protest(s), if any; and

C. AWARD a five-month, firm fixed unit rate contract, Contract No. OP2026710002 to Zum Services, Inc., to provide bus transportation services from Pierce College G Line Station, located in Woodland Hills, CA, to and from Los Angeles (SoFi) Stadium, located in Inglewood, California, for a total of eight FIFA World Cup games in the Not-To-Exceed (NTE) amount of $102,347.00, subject to the resolution of any properly submitted protest(s), if any.

Attachments: Attachment A - Procurement Summary
Attachment B - DEOD Summary
Presentation

33. SUBJECT: FINDINGS REQUIRED FOR ELIGIBLE SUBSIDIARY BODIES TO MEET VIA TELECONFERENCE IN COMPLIANCE WITH SB 707 (DURAZO) 2026-0166

RECOMMENDATION

CONSIDER:

A. ADOPTING, pursuant to Senate Bill 707 (SB 707), the following findings on behalf of eligible subsidiary bodies as defined by SB 707:

(i) The Board of Directors has considered the circumstances of the eligible subsidiary body.

(ii) Teleconference meetings of the eligible subsidiary body would enhance public access to meetings of the eligible subsidiary body, and the public has been made aware of the type of remote participation, including audio-visual or telephonic, that will be made available at a regularly scheduled meeting and has been provided the opportunity to comment at an in-person meeting of the legislative body authorizing the subsidiary body to meet entirely remotely.

(iii) Teleconference meetings of the eligible subsidiary body would promote the attraction, retention, and diversity of eligible subsidiary body members.

B. AUTHORIZING eligible subsidiary bodies to meet via teleconference, by either audio-visual or telephonic means, if they choose, subject to the requirements of SB 707.

Attachments: Attachment A - SB 707 Durazo

END OF NON-CONSENT

32. SUBJECT: CLOSED SESSION 2026-0164

A. Conference with Legal Counsel - Existing Litigation - G.C. 54956.9(d)(1)

1. Rafael Moreno Fregoso v. LACMTA
   LASC Case No. 23SMCV01605
2. Morgan C. Stover v. LACMTA
   LASC Case No. 23SMCV01734
3. Jesus Ayala Hernandez v. LACMTA
   LASC Case No. 22STCV33637

B. Conference with Real Estate Negotiator - Government Code 54956.8

1. Property: 355 S. Grand Avenue, 31st & 32nd Flrs, Los Angeles, CA 90071
   Agency Negotiator: Holly Rockwell, SEO; Craig Justesen, EO; John Beck, Manager
   Negotiating Party: Albert Cadena, President, Chief Executive Officer USCB, Inc.
   Under Negotiations: Price and Terms

2. Property: Union Station, 800 N Alameda Street, Los Angeles, CA
   Agency Negotiator: Steve Jaffe, DEO Real Estate
   Negotiating Party: National Railroad Passenger Corporation (AMTRAK)
   Under Negotiations: Price and Terms

C. Conference with Legal Counsel - Anticipated Litigation - G.C. 54956.9(d)(4)

Initiation of Litigation (One case)

D. Conference with Labor Negotiator - Government Code 54957.6

Agency designated representatives: Cristian Leiva, Dawn Jackson-Perkins Employee organizations: SMART, AFSCME, ATU, TCU and Teamsters

E. Public Employee Performance Evaluation - Government Code Section 54957(b)(1)

Title: Chief Executive Officer

CONSENT CALENDAR - 2, 5, 6, 8, 9, 17, 18, 19, 20, 23, 24, 26, and 27.

2. SUBJECT: MINUTES 2026-0148

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held January 22, 2026.

Attachments: Regular Board Meeting MINUTES - January 22, 2026

January 2026 RBM Public Comments

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

5. SUBJECT: SAN GABRIEL VALLEY COUNCIL OF GOVERNMENTS' JUMP START AND MID TERM CAPITAL PROJECTS 2025-0844

RECOMMENDATION

CONSIDER:

A. APPROVING the San Gabriel Valley Jump Start and Mid-Term capital project definitions (Project) as identified in the San Gabriel Valley Transit Feasibility Study completed by the San Gabriel Valley Council of Governments (SGVCOG) in February 2024; and

B. AUTHORIZING the Chief Executive Officer to negotiate and execute Amendment 3 to the existing Memorandum of Understanding with the SGVCOG to continue design refinement of the Project, conduct additional outreach services, complete environmental clearance, and obtain Project approval for an amount not to exceed $3,888,839, bringing the total funding to $7,988,839.

Attachments: Attachment A - Motion 8.1 (February 2020)

Attachment B - Motion 5.1 (May 2020)

Attachment C - Project Map

Presentation

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

6. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM UPDATE - LAS VIRGENES/MALIBU SUBREGION 2025-1069

RECOMMENDATION

CONSIDER:

A. APPROVING:

1. Deobligating $41,834 in Measure M Multi-Year Subregional Program (MSP) - Active Transportation 1st/Last Mile Connections Program (Expenditure Line 56), as shown in Attachment A; and

2. Programming an additional $3,745,225 within the capacity of the Measure M MSP Highway Efficiency Program (Expenditure Line 57), as shown in Attachment B; and

B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

Attachments: Attachment A - Active Transportation Transit Tech Program Projects
Attachment B - Highway Efficiency Program Projects
Presentation

CONSTRUCTION COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

8. SUBJECT: VERMONT TRANSIT CORRIDOR BRT PROJECT-CONSTRUCTION MANAGER/GENERAL CONTRACTOR 2026-0025

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD Contract No. PS135255000 to Griffith Company, for the Vermont Transit Corridor Bus Rapid Transit (BRT) Project (Project) Construction Manager/General Contractor (CM/GC) Phase 1, in the amount of $4,792,452 for Preconstruction Services, subject to the resolution of any properly submitted protest(s), if any;

B. ESTABLISH a Preconstruction Budget for the Project in an amount of $198,460,000; and

C. NEGOTIATE and EXECUTE all project-related agreements and

modifications within the authorized Preconstruction Budget.

Attachments: Attachment A - Expenditure and Funding Plan
Attachment B - Procurement Summary
Attachment C - DEOD Summary
Presentation

CONSTRUCTION COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

9. SUBJECT: LINK UNION STATION PROJECT PRECONSTRUCTION BUDGET 2025-1097

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AMEND the Preconstruction Budget for the Link Union Station Phase A Project (Project) by $210.06 million, from $297.82 million to $507.88 million, to fund early work, third party agreements, real estate acquisitions, and related support costs; and

B. NEGOTIATE and EXECUTE all project-related agreements and modifications to existing contracts within the authorized Preconstruction Budget.

Attachments: Attachment A - Project Preconstruction Budget
Attachment B - Funding Expenditure Plan for the Preconstruction Budget
Attachment C - Board Motion 10.1
Presentation

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

17. SUBJECT: PROGRAMMABLE LOGIC CONTROLLER (PLC) AND EMERGENCY MANAGEMENT PANEL (EMP) SYSTEM REPLACEMENT 2025-0954

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a 36-month firm-fixed-price contract, Contract No. PS131366(2)000, to Enterprise Automation for the replacement of the Programmable Logic Controller (PLC) and Emergency Management Panel (EMP) system, for a Not-To-Exceed (NTE) amount of $14,142,415.34, inclusive of sales tax, and subject to the resolution of any properly submitted protest(s), if any.

Attachments: Attachment A - Procurement Summary
Attachment B - DEOD Summary
Presentation

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

18. SUBJECT: E-PAPER BUS STOP ELECTRONIC DISPLAY - SOUTHEAST LOS ANGELES 2025-1056

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to award a two-year, firm fixed unit rate contract, Contract No. OP133093000 to BikeHub (dba Tranzito), to furnish, install, and maintain 100 E-Paper Bus Stop Electronic Displays in Southeast Los Angeles in the Not-To-Exceed (NTE) amount of $611,230, subject to the resolution of any properly submitted protest(s), if any.

Attachments: Attachment A - Procurement Summary
Attachment B - DEOD Summary
Presentation

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

19. SUBJECT: METRO FREEWAY SERVICE PATROL 2025-1076

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Contract Modifications for five Freeway Service Patrol (FSP) contracts in an aggregate amount of $2,357,000.00, thereby increasing the contract amounts from $23,876,791.98 to $26,233,791.98, and extending the current period of performance with individual amounts as follows:

A. Beat 9: Sonic Towing, Inc. Contract No. FS66316003-9, for $698,000 for up to 11 months, increasing the total contract amount from $4,514,753.00 to $5,212,753.00;

B. Beat 10: Jon's Towing, Inc. Contract No. FS66316002-10, for $198,000.00 for up to 11 months, increasing the total contract amount from $4,416,768.50 to $4,614,768.50;

C. Beat 12: Sonic Towing, Inc. Contract No. FS66316004-12, for $347,000.00 for up to 11 months, increasing the total contract amount from $4,189,346.88 to $4,536,346.88;

D. Beat 21: South Coast Towing, Inc. Contract No. FS66316005-21 for

$708,000.00 for up to 11 months, increasing the total contract amount from $3,806,798.60 to $4,514,798.60; and

E. Beat 20/37: Safeway Towing, dba Bob's Towing Contract No. FS73888-2005, for $406,000.00 for up to 4 months, increasing the total contract amount from $6,949,125.00 to $7,355,125.00.

Attachments: Attachment A - Procurement Summary
Attachment B - Contract Modification Authority Summary
Attachment C - Contract Modification-Change Order Log
Attachment D - DEOD Summary
Attachment E - FSP Beat Map
Presentation

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

20. SUBJECT: RAIL STATION ELEVATORS HOME LANDING 2025-1074

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a 24-month, firm-fixed-price single-source contract, Contract No. OP135390000 in the amount of $9,860,758.41 to Mitsubishi Electric US, Inc. to upgrade the existing Rail Station elevator control system, and implement Home Landing Security upgrades with an operational safety feature allowing elevator doors to remain open on the main egress level when not in use by passengers, subject to the resolution of any properly submitted protest(s), if any.

Attachments: Attachment A - Procurement Summary
Attachment B - DEOD Summary
Presentation

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

23. SUBJECT: ZERO EMISSION BUS (ZEB) PROGRAM UPDATE 2025-0432

RECOMMENDATION

CONSIDER:

A. RECEIVING AND FILING quarterly status report on the ZEB Program;

B. AUTHORIZING the Chief Executive Officer (CEO) to execute the necessary agreements to accept the transfer of 19 New Flyer battery electric buses (BEBs) from Lane Transit District; and

C. ESTABLISHING a Life-Of-Project (LOP) Budget for the relocation and make-ready of 19 used New Flyer BEBs, capital project number 201080, in the amount of $2,180,000.

Attachments: Attachment A - Motion 50
Attachment B - Lane Transit District Electric Bus Vehicle Sum. as of Dec 15, '25
Presentation

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

24. SUBJECT: ABOVE GROUND FACILITIES IMPROVEMENTS & REPAIRS 2025-1084

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD an Indefinite Delivery/Indefinite Quantity (IDIQ) Contract No. OP133873(2)000 to Craft Construction & Development, Inc., for Above Ground Facilities Improvement & Repairs, in the Not-To-Exceed (NTE) amount of $116,613,949.83 for the five-year base period and $16,880,142.79 for the first one-year option, $16,690,870.59 for the second one-year option, and $16,874,837.00 for the third one-year option, for a combined NTE amount of $167,059,800.21, subject to the resolution of any properly submitted protest(s), if any; and

B. EXECUTE individual contract modifications within the Board-approved contract modification authority.

Attachments: Attachment A - Procurement Summary
Attachment B - DEOD Summary
Presentation

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

26. SUBJECT: METRO MICRO SOFTWARE SERVICES 2025-1010

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to Execute Modification No. 2 to Contract No. PS124278(2)000, Metro Micro Software Services with Spare Labs, Inc. in support of Metro Micro enhancements and the 2026 FIFA World Cup software platform for shuttle services in the firm-fixed price of $386,150.00, increasing the total contract value from $61,250.01 to

$447,400.01.

Attachments: Attachment A - Procurement Summary
Attachment B - Contract Modification Change Order Log
Attachment C - DEOD Summary
Presentation

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

27. SUBJECT: DEPARTMENT OF PUBLIC SAFETY HIRING CONTRACTS FOR SWORN AND CIVILIAN PERSONNEL 2026-0002

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

A. AWARD six task order based on-call bench Contracts for pre-employment background investigations services for a total Not-To-Exceed (NTE) amount of $2,318,122 for the initial three-year base term, plus $838,304 for the first, one-year option, and $871,837 for the second, one-year option for a total NTE cumulative amount of $4,028,263, effective March 1, 2026, subject to the resolution of any properly submitted protest(s) if any:

1. Arroyo Background Investigations (PS135956000)
2. Kentech Consulting, Inc. (PS135956001)
3. Maerly, LLC (PS135956002)
4. National Testing Network, Inc. (PS135956003)
5. North American Security and Investigations, Inc. (PS135956004)
6. Palicon Group (PS135956005)

B. AWARD five task order based on-call bench Contracts for psychological evaluation services for a total NTE amount of $1,184,000 for the initial three-year base term, plus $438,000 for the first, one-year option and $438,000 for the second, one-year option for a total NTE cumulative amount of $2,060,000, effective March 1, 2026, subject to the resolution of any properly submitted protest(s) if any:

1. Integrated Psychological Assessment Services, Inc. (PS135777000)
2. Nancy K. Bohl, Inc. dba The Counseling Team International (PS135777001)
3. Psychological Consulting Associates, Inc.(PS135777002)
4. Robert D. Preijers Psy. D Clinical and Forensic Psychology, Professional Corporation (PS135777003)
5. Susan Saxe-Clifford, Ph.D, a Professional Corporation (PS135777004)

C. AWARD a firm fixed unit rate Contract No. DR138577000 to Galls, LLC to provide uniforms, equipment, and accessories for sworn officers and civilian personnel in the NTE amount of $3,519,787 for the initial two-year base term plus $2,148,033 for the first, one-year option, $2,470,818 for the second, one-year option and $2,763,634 for the third, one-year option for a total NTE amount of $10,902,272, effective March 1, 2026, utilizing Sourcewell cooperative purchasing Contract Nos. 011124-GAL and 091924-GAL.

Attachments: Attachment A-1 - Procurement Summary
Attachment A-2 - Procurement Summary
Attachment A-3 - Procurement Summary
Attachment B-1 - DEOD Summary
Attachment B-2 - DEOD Summary
Attachment B-3 - DEOD Summary
Presentation

SUBJECT: GENERAL PUBLIC COMMENT 2026-0153

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

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

Board Report

File #: 2026-0151, **File Type:** Oral Report / Presentation **Agenda Number:** 4.

REGULAR BOARD MEETING
FEBRUARY 26, 2026

SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER

RECOMMENDATION

RECEIVE report by the Chief Executive Officer.

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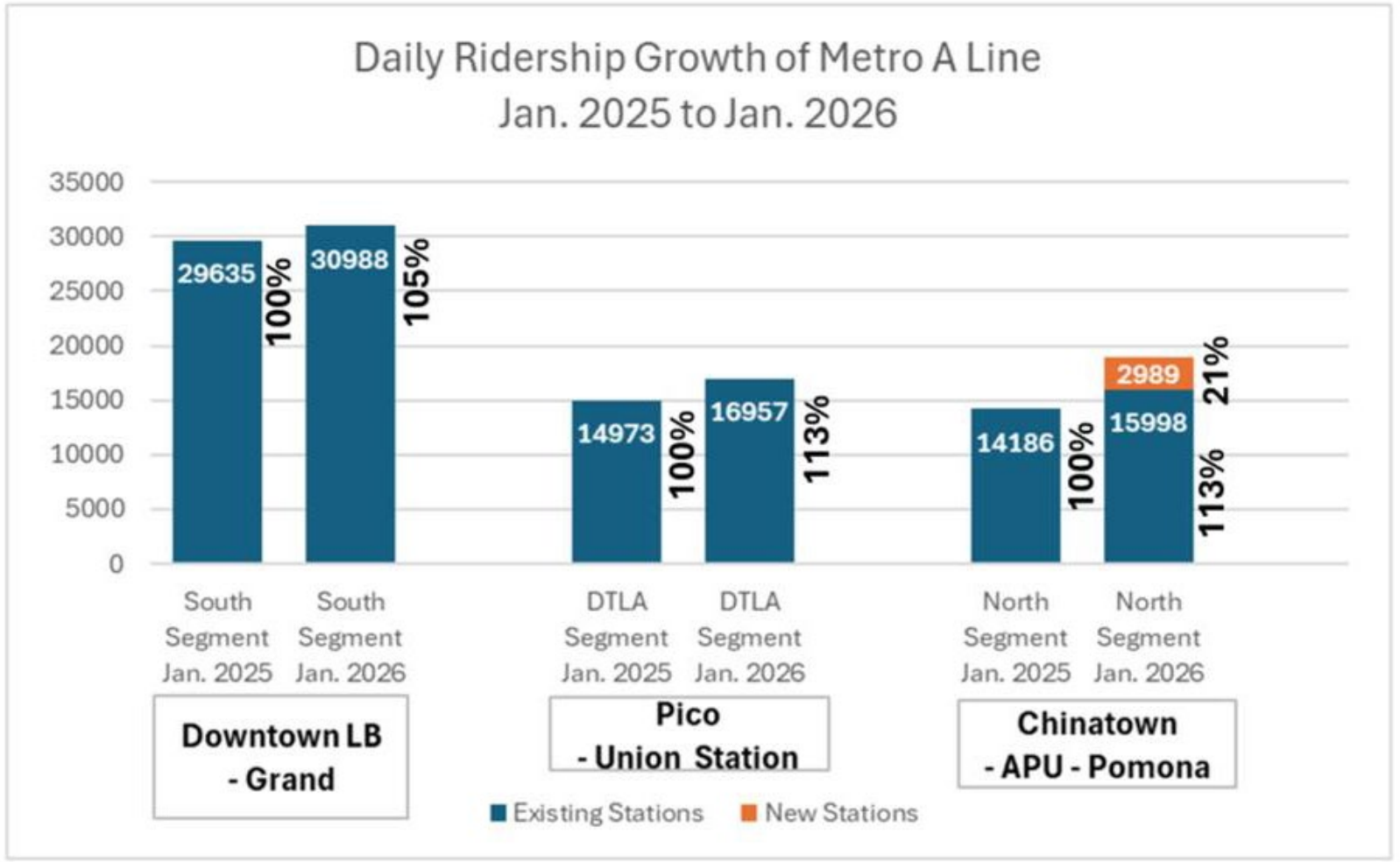
Report by the CEO
Item #4

Metro

CHIEF EXECUTIVE OFFICER

February 2026

A Line Ridership is Up 11.5% Year-Over-Year



- **A Line South Segment: Downtown Long Beach-Grand +4.6%**
- **Downtown LA Segment: Pico-Union Station +13.3%**
- **A Line North Segment: Chinatown-Pomona North +12.8%**

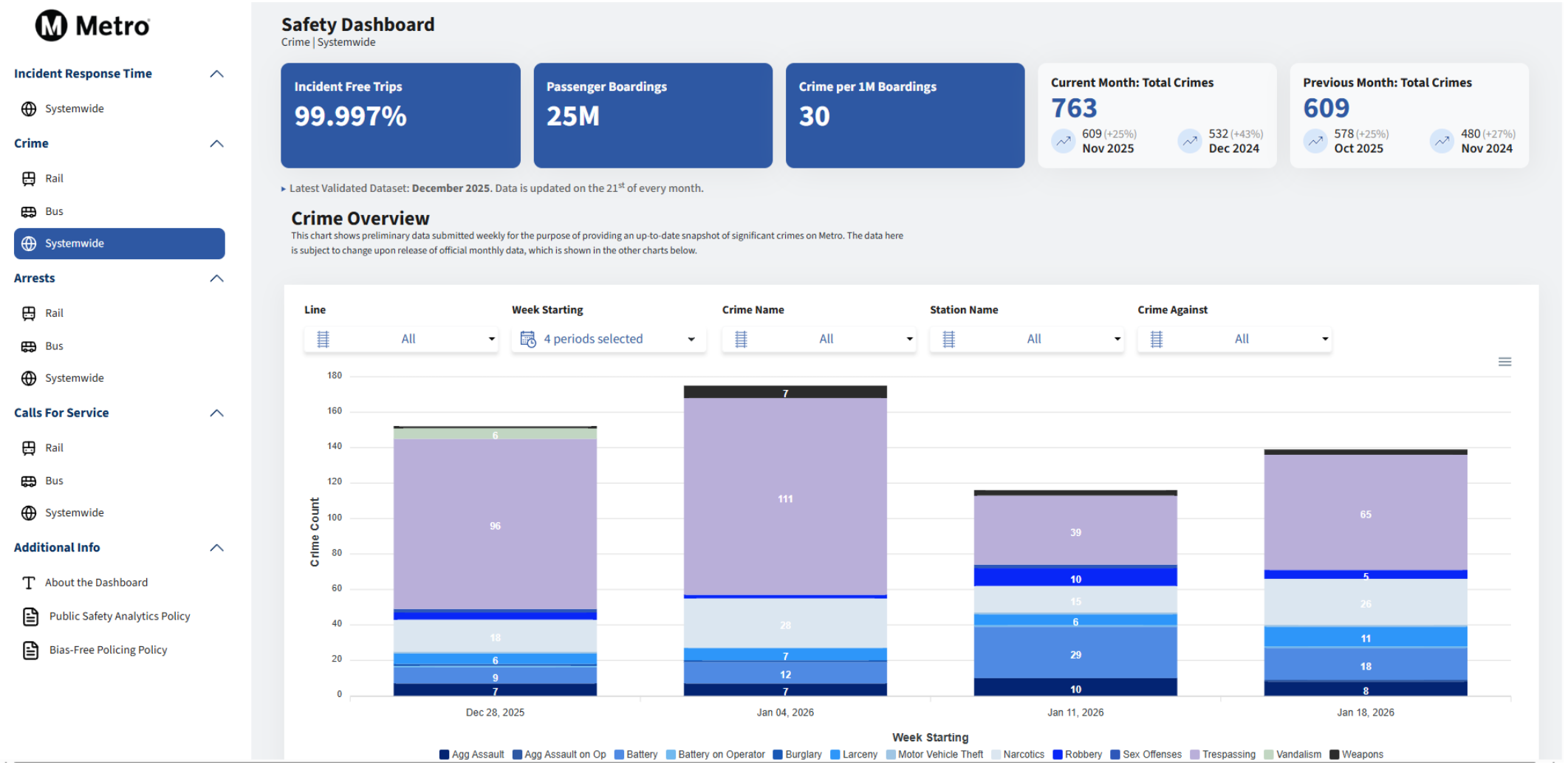
Together, we do hard things

A Line Midway Pilot Shows Promise

At LA Union Station A Line Layover:

- **Service Attendants perform an express clean of the train**
- **TSOs and Contract Security conduct walkthroughs for Code of Conduct and fare compliance violations**
- **HOME Outreach Teams offer services to people experiencing homelessness**

Metro Launches New Online Safety Hub:



Visit metro.net/safety-support

Board Report

File #: 2025-1039, **File Type:** Resolution **Agenda Number:** 30.

REGULAR BOARD MEETING
FEBRUARY 26, 2026

SUBJECT: PUBLIC HEARING ON RESOLUTION OF NECESSITY FOR EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

ADOPT the proposed Resolution of Necessity authorizing the commencement of an eminent domain action to acquire the Fee Simple Interest ("Fee Interest") and certain Improvements Pertaining to Realty ("IPR") for the property identified in Attachment A and described as 9462 Van Nuys Boulevard and 14540 Plummer Street, Panorama City, CA 91402, APN: 2264-030-016, 078; ESFV-B-006-1 (B-006).

The interests being acquired in the above-listed property are referred to herein as the "Property Interests."

(REQUIRES TWO-THIRDS VOTE OF THE FULL BOARD)

ISSUE

Acquisition of the Property Interests is required for the construction and operation of the East San Fernando Valley Light Rail Transit Project ("Project"), specifically for a Traction Power Substation ("TPSS") for the Project. After testimony and evidence has been received from all interested parties at the hearing, Los Angeles County Metropolitan Transportation Authority ("LACMTA"), by a vote of two-thirds of its Board of Directors ("Board"), must make a determination as to whether to adopt the proposed Resolution of Necessity (Attachment B) to acquire the Property Interests by eminent domain. Attached is evidence submitted by staff that supports the adoption of the resolution, and which sets forth the required findings (Attachment A).

BACKGROUND

The Project extends north from the Van Nuys Metro G-Line station to the Sylmar/San Fernando Metrolink Station, a total of 9.2 miles of a dual track light rail transit ("LRT") system with 14 at-grade stations. The Board certified the Project's Final Environmental Impact Report on December 3, 2020, and the Federal Transit Administration signed a Record of Decision on January 29, 2021. Included in the Final Environmental Impact Statement/ Environmental Impact Report is the initial operating

segment (IOS) defined as the southern 6.7 miles of the Project alignment. The IOS is street-running in the middle of Van Nuys Boulevard and includes 11 at-grade center platform stations, 10 traction power substations, and a Maintenance and Storage Facility (MSF) for the LRT vehicles.

The Project will improve mobility in the area by:

- Introducing an improved north-south transit connection between key transit hubs/routes;
- enhancing transit accessibility/connectivity for residents to local and regional destinations and activity centers;
- increasing transit service efficiency; and
- encouraging a modal shift from driving in order to achieve reductions in vehicle miles traveled.

TPSS units are required along the alignment to support vehicle operations. TPSS units are electrical substations that provide direct current to the LRT vehicles. There are 9 proposed TPSS units, placed at approximately 0.75-mile intervals, along the alignment and 1 proposed TPSS unit at the MSF. The TPSS units are placed where maximum power draw is expected and to continue to operate in case one TPSS unit is offline.

Acquisition of the Property Interests is required for TPSS.

DISCUSSION

As required by California Government Code Section 7267.2, a written offer of Just Compensation to purchase the Fee Interest was delivered to the Owner of Record (“Owner”) on August 21, 2025. Similarly, written offers of Just Compensation to purchase the IPR’s were presented to the Owner and the named tenant.

The Owner of the parcel has not accepted the offer for its Fee Interest. In addition, the Owner of B-006 and the named tenant have not agreed on ownership of the IPRs nor accepted LACMTA’s offer of Just Compensation for the IPRs. Because acquisition of all Property Interests is necessary for the construction and operation of the Project, staff recommends the acquisition of the Property Interests through eminent domain to obtain possession in order to maintain the Project’s schedule and to construct and operate the TPSS. LACMTA will continue in good faith to try to complete the purchase of the Property Interests even after commencement of the action, in which case Owner and tenant will not need to participate in the litigation with regard to their resolved interests in the parcels.

In accordance with provisions of the California Eminent Domain Law and Sections 30503, 30600, 130051.13, 130220.5 and 132610 of the California Public Utilities Code, (which authorizes the public acquisition of private property by eminent domain), LACMTA has prepared and mailed notice of this hearing to the owners and, where applicable, tenants, informing them of their right to appear at this hearing and be heard on the following issues: (1) whether the public interest and necessity require the Project; (2) whether the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury; (3) whether the Property Interests are necessary for the Project; (4) whether either the offers required by Section 7267.2 of the Government Code has been made to the owner(s) of the Property Interests, or the offers have not been made because the owner(s) cannot be located with reasonable diligence; (5) whether any environmental

review of the Project, as may be necessary, pursuant to the California Environmental Quality Act (CEQA), has occurred and (6) whether LACMTA has given the notice(s) and followed the procedures that are a prerequisite to the exercise of the power of eminent domain. In order to adopt the Resolution, LACMTA must, based on the evidence before it, and by a vote of two-thirds of its Board, find and determine that the conditions stated in items 1 - 6 above exist.

Acquisition of these Property Interests will require relocation of the commercial tenant which operates a rehabilitation clinic, as well as a residential tenant and two billboards. A dedicated relocation agent is working with the tenants to explain benefits, provide referrals for replacement properties and process payments for search, moving, and reestablishment costs and residential benefits. The named tenant and residential tenancy have been provided with appropriate General Information Notices, Notices of Eligibility, and a 90-day Informational Notices. Prior to being required to relocate, the commercial tenant and residential tenant will be provided 30-day notices.

Attached is the Staff Report prepared by staff and legal counsel setting forth the required findings for acquiring the Property Interests through the use of eminent domain (Attachment A).

DETERMINATION OF SAFETY IMPACT

The Board action will not have an impact on LACMTA's safety standards.

FINANCIAL IMPACT

The funds required to support the acquisitions, relocation activities, and the recommended right of way action for the properties referenced in this report are included in the adopted Project's Preconstruction budget under Cost Center 8510 Project number 865521, East San Fernando Valley Light Rail Transit Corridor.

Impact to Budget

The sources of funds for the recommended actions include Measure R, Measure M, State Grants, and Federal Grants. These funds are not eligible for bus and rail operations.

EQUITY PLATFORM

The Project will serve 11 new stations along Van Nuys Boulevard and will improve connections and access to key destinations to Metro's customer base and several Equity Focus Communities (EFCs) in the East San Fernando Valley. In addition, the Project will deliver several other benefits to the area including enhanced transit mobility and enhanced transportation to important community resources.

The Property Interests being required are necessary to construct the project and deliver its benefits to the community. Offers of Just Compensation for the Property Interests were made to the Owner on August 21, 2025 for parcel B-006. The offers were based on the Property Interests fair market value. Fair market value is defined as "the highest price on the date of valuation that would be agreed to by a seller, being willing to sell but under no particular or urgent necessity for so doing, nor obliged to sell, and a buyer, being ready, willing, and able to buy but under no particular necessity for so doing,

each dealing with the other with full knowledge of all the uses and purposes for which the property is reasonably adaptable and available." Metro staff has been negotiating with the owners of the Property Interests, but agreements have not been reached. Approving this action will allow staff to continue the acquisition negotiations for the remaining acquisitions while maintaining the project schedule.

Occupants displaced by the Project may receive relocation benefits in accordance with the Uniform Relocation Act (URA). These benefits include both monetary funding and advisory services to mitigate any potential hardships. Agents are assigned to displacees from the beginning of the relocation cycle to guide displacees through their moving and reestablishment processes. Metro will also assist the displacees in finding replacement sites within the community. These relocation services demonstrate Metro's commitment to minimizing the impacts of displacement and relocation.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. VMT for the project has already been analyzed for this item through the East San Fernando Valley Transit Corridor DEIS/DEIR. VMT summary can be found in Appendix G of the Transportation Impacts Report published in 2020. VMT was forecasted with Metro's Travel Demand Model using traffic counts collected in 2011, 2012, and 2013. Year 2040 was chosen for the definition of future baseline conditions. The result of this analysis was that the number of transit trips would reduce the number of trips by auto in general due to mode Preference changes by commuters. A VMT reduction of 54,207 miles was calculated for the project.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project is consistent with the Metro Vision 2028 Strategic Plan Goal 1: Provide high-quality mobility options that enable people to spend less time traveling.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the recommendation. This is not recommended as it would result in significant delays and cost increases for the Project. Furthermore, delay to the Project will have detrimental effects on the available Federal and State Grant funding dollars.

NEXT STEPS

If this action is approved by the Board, LACMTA's condemnation counsel will be instructed to take all steps necessary to commence legal proceedings in a court of competent jurisdiction to acquire the Property Interests by eminent domain and to conclude those proceedings either by settlement or jury trial. Counsel will also be directed to seek and obtain Orders of Prejudgment Possession in accordance with the provisions of the Eminent Domain Law. Staff will continue to negotiate with the property owners with the goal of reaching voluntary settlements while concurrently pursuing the eminent domain process to preserve the project schedule. LACMTA will continue to work with tenants to find suitable replacement locations.

ATTACHMENTS

Attachment A - Staff Report
Attachment B - Resolution of Necessity

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Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

STAFF REPORT REGARDING THE NECESSITY FOR THE ACQUISITION OF THE PROPERTY REQUIRED FOR THE EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT ("PROJECT") PROJECT PARCEL B-006-1

BACKGROUND

The Property Interests sought to be acquired are required by the Los Angeles County Metropolitan Transportation Authority ("LACMTA") for the construction and operation of the Project. The assessor parcel number, project parcel number, address, record property owner and tenant, purpose of the acquisition, and nature of the Property Interests sought to be acquired for the Project are summarized as follows:

Summary Table 1

Project Parcel Number	Assessor's Parcel Number	Parcel Address	Property Owner/Tenant	Property Interest(s) Sought
ESFV-B-006-1 (B-006)	2264-030-016 2264-030-078	9462 Van Nuys Boulevard and 14540 Plummer Street, Panorama City, CA 91402	Coast United Advertising Co., Inc., a California corporation *(Owner)*	Fee; Improvements Pertaining to Realty (IPR)
			Western Pacific Med-Corp *(Tenant)*	IPR.

Property Requirements:

Purpose of Acquisitions: Construction and operation of the East San Fernando Valley Light Rail Transit Project.

Property Interests Sought:

With regard to Project parcel B-006, LACMTA seeks to acquire fee interests in the real property as well as certain Improvements Pertaining to Realty (IPR). These interests are required to construct a Traction Power Substations (TPSS) for the Project. This acquisition of fee interest and of IPR is collectively referred to herein as the Property Interests.

A written offer of Just Compensation to purchase the fee interest was presented to the Owner of record on: August 21, 2025, as required by California Government Code Section 7267.2. Similarly, and in compliance with California Government Code Section 7267.2, written offers of Just Compensation to purchase certain IPR's on parcel B-006 were presented to the Owner and the named Tenant[1].

[1] As between Owner and the named tenant LACMTA does not know who claims ownership of the IPR, and for that reason, the offer to purchase the IPR was made to both the Owner and the named Tenant.

A. <u>The public interest and necessity require the Project.</u>

The Project is a vital public transit infrastructure investment that will provide improved transit service along the busy Van Nuys Boulevard and San Fernando Road corridors serving the eastern San Fernando Valley. The Project will ultimately provide a 9.2-mile light rail transit system to connect from the Van Nuys LACMTA G Line (Orange Line) Station in the community of Van Nuys to the Sylmar/San Fernando Metrolink Station in the City of San Fernando, providing commuters with significantly more options when navigating Los Angeles County.

The Project will improve mobility in the eastern San Fernando Valley by introducing an improved north-south transit connection between key transit hubs/routes including direct access to Metrolink/Amtrak and G-line stations, enhancing transit accessibility/connectivity for residents to local and regional destinations and activity centers, increasing transit service efficiency, and encouraging a modal shift from driving to achieve reductions in greenhouse gas emissions. It is projected that by the year 2035, there will be 37,759 daily transit trips on the completed Project. The Project will provide new transit service and improved transit connectivity in future years. The Project is consistent with one of LACMTA's overall goals of providing high quality mobility options that enable people to spend less time traveling.

Based on an evaluation of socioeconomic, congestion growth trends, travel conditions, and feedback from the project stakeholder meetings, it is demonstrated that existing and projected levels of traffic congestion in the corridor limit mobility will increase the demand for reliable transit services. In light of these conditions, the Project supports the public interest and necessity through its ability to:

- Improve mobility in the eastern San Fernando Valley by introducing an improved north-south transit connection between key transit hubs/routes;
- Enhance transit accessibility/connectivity for residents within the eastern San Fernando Valley to local and regional destinations;
- Provide more reliable transit service within the eastern San Fernando Valley;
- Provide additional transit options in an area with a large transit dependent population and high number of transit riders; and
- Encourage modal shift to transit in the eastern San Fernando Valley, thereby improving air quality.

It is recommended that based on the above evidence, the Board find and determine that the public interest and necessity require the Project.

B. <u>The Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.</u>

In September and October of 2017, the Draft Environmental Impact Study/Draft Environmental Impact Report (DEIS/DEIR) was circulated for public review and comment for 60 days. The following six alternatives were evaluated in the DEIS/DEIR:

- No-Build Alternative;
- TSM Alternative;

BRT Alternatives:

- Alternative 1 – Curb-Running BRT Alternative;
- Alternative 2 – Median-Running BRT Alternative;

Rail Alternatives:

- Alternative 3 – Low-Floor Light Rail Transit (LRT)/Tram Alternative;
- Alternative 4 – LRT Alternative.

All build alternatives considered within the DEIS/DEIR (Alternatives 1 through 4) would operate at grade over 9.2 miles, either in a dedicated busway or dedicated guideway (6.7 miles) and/or in mixed-flow traffic lanes (2.5 miles), from the Sylmar/San Fernando Metrolink station on the north to the Van Nuys Metro Orange Line station on the south, with the exception of Alternative 4, which included a 2.5-mile segment within Metro-owned railroad right-of-way adjacent to San Fernando Road and Truman Street and a 2.5-mile underground segment beneath portions of the City of Los Angeles communities of Panorama City and Van Nuys.

Metro applied the objectives below in evaluating potential alternatives for the Project:

- Provide new service and/or infrastructure that improves passenger mobility and connectivity to regional activity centers;
- Increase transit service efficiency (speeds and passenger throughput) in the project study area; and
- Make transit service more environmentally beneficial by providing alternatives to auto-centric travel modes and other environmental benefits, such as reduced air pollutants, including reductions in greenhouse gas emissions in the project study area.

These goals draw upon those presented in the Alternatives Analysis Report completed in 2012. For the purposes of the DEIS/DEIR, these goals were updated and refined to reflect public involvement and further analysis of the proposed project, the project area, and the background transportation system. Based on the project objectives and the public comments received during the 60-day comment period for the DEIS/DEIR, a modified version of Alternative 4 (Alternative 4 Modified: At-Grade LRT) was developed on June 28, 2018, and the Metro Board of Directors formally identified Alternative 4 Modified: At- Grade LRT as the Locally Preferred Alternative (LPA). The primary difference between DEIS/DEIR Alternative 4 and the LPA is the elimination of the 2.5-mile subway portion of DEIS/DEIR Alternative 4. Under the LPA, the entire 9.2-mile alignment would be constructed at grade. The subway portion was eliminated because it would be very expensive, have significant construction impacts, and result in little time savings compared with a fully at-grade alignment.

In addition, Metro determined that the LPA best fulfilled the project's purpose and need to:

- Improve north–south mobility;
- Provide more reliable operations and connections between key

transit hubs/routes;
- Enhance transit accessibility/connectivity to local and regional destinations;
- Provide additional transit options in a largely transit-dependent area, and
- Encourage mode shift to transit.

Additional factors that were considered by Metro in identifying Alternative 4 Modified as the LPA include: the greater capacity of LRT compared to the BRT alternatives, the LPA could be constructed in less time and at reduced cost compared to the DEIS/DEIR Alternative 4, fewer construction impacts compared to DEIS/DEIR Alternative 4, and strong community support for a rail alternative.

The Project will cause private injury, however, no other alternative locations for the Project provide greater public good with less private injury. Therefore, the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.

It is recommended that, based upon the foregoing, the Board find and determine that the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.

C. The Property Interests are necessary for the Project.

The Property Interests are specifically needed for the southern segment of the Project ("Southern Segment"). The Southern Segment of the Project consists of a 6.7-mile at-grade alignment light rail transit system, which will include 11 new transit stations, 10 Traction Power Substations, and a new Maintenance and Storage Facility. The purpose of the Project is to improve connections and access to crucial destinations while connecting transit users to the growing network in the San Fernando Valley.

The Southern Segment of the Project will operate in the center of Van Nuys Boulevard from the LACMTA G Line (Orange) Van Nuys Station to Van Nuys Boulevard and San Fernando Road. Once constructed, the Project's light rail system will travel in a semi-exclusive right-of-way in the median of Van Nuys Boulevard, separated by a barrier except at signalized intersections. There will be 33 light rail vehicles. The light rail system will be powered by an electrified overhead contact system, a network of overhead wires that distributes electricity to the light rail vehicles. The TPSS sites will provide the electricity to power the light rail vehicles.

The Property Interests are required for construction and operation of the Project. Specifically, Parcel B-006 is required to construct the TPSS.

Staff recommends that the Board find that the acquisition of the Property Interests are necessary for the Project.

D. Offers were made in compliance with Government Code Section 7267.2.

California Code of Civil Procedure Section 1245.230 requires that a Resolution of Necessity contain a declaration that the governing body has found and determined that either the offer required by Section 7267.2 of the California Government Code

has been made to the owner of the interest being acquired, or the offer has not been made because the owner cannot be located with reasonable diligence.

California Government Code Section 7267.2 requires that an offer to purchase be made to the owner(s) in an amount which the agency believes to be just compensation. The amount must not be less than the agency's approved appraisal of the fair market value of the Property Interests being acquired. In addition, the agency is required to provide the Owner with a written description of and summary of the basis for, the amount it established as just compensation.

Staff has taken the following actions as required by California law for the acquisition of the Property Interests:

1. Obtained two independent appraisals, one of the real property and one of the IPR, to determine the fair market value of the Property Interests, including consideration of the existing use of the parcel, the highest and best use of the parcel, and, if applicable, impact to the remainder;

2. Reviewed and approved the appraisals, and established the amount it believes to be just compensation for the acquisition of the Property Interests;

3. Determined the owner of the Property Interests by examining the county assessor's record and a preliminary title report, and determined the tenant of the parcel;

4. Made written offers to the Owner and Tenant for the full amount of just compensation for the acquisition of the Property Interests, which was not less than the approved appraised value of the Property Interests (offer for fee acquisition was made to Owner; offer for IPR was made to Owner and Tenant;

5. Provided the Owner and Tenant with a written statement of, and summary of the basis for, the amount established as just compensation with respect to the foregoing offer; and

6. Provided an informational pamphlet concerning eminent domain in California to the Owner as required by the Eminent Domain Law.

It is recommended that based on the above Evidence, the Board find and determine that the offer required by Section 7267.2 of the California Government Code has been made to the Owner and the named tenant.

E. <u>LACMTA has fulfilled the necessary statutory prerequisites.</u>

LACMTA is authorized to acquire property by eminent domain for the purposes contemplated by the Project under Public Utilities Code §§ 30503, 30600, 130051.13, and 130220.5; Code of Civil Procedure §§ 1230.010-1273.050; and Article I, § 19 of the California Constitution.

F. <u>LACMTA has complied with the California Environmental Quality Act.</u>

The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by Page 8 of 36 the Board on December 8, 2020. The Board found that in accordance with the California Environmental Quality Act (CEQA) Guidelines, Section 15162, no supplemental Environmental Impact Report is required for the Project, and the FEIS/FEIR documents are consistent with CEQA. Through the Preliminary Engineering (PE) phase of the Project, design refinements to the southern segment were identified. Environmental analysis and findings of the proposed design refinements were documented in an Addendum to the Final Environmental Impact Report, in compliance with California Environmental Quality Act and approved by the Board in October 2023.

CONCLUSION

Staff recommends that the Board approve the Resolution of Necessity.

ATTACHMENTS

Exhibit A – Parcel B-006 – Legal Description
Exhibit B – Parcel B-006 – Plat Map
Exhibit C – Parcel B-006 – Improvements Pertaining to Realty (IPR)

EXHIBIT A
PARCEL B-006

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA AND IS DESCRIBED AS FOLLOWS:

PARCEL 1:

A PORTION OF LOTS 38 AND 60 OF TRACT NO. 12139, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 236, PAGES 38, 39 AND 40, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

LOT COMMENCING NORTH 89 DEGREES 29 MINUTES 5 SECONDS WEST, 118.25 FEET FROM THE NORTHEAST CORNER OF LOT 60; THENCE, NORTH 89 DEGREES 29 MINUTES 5 SECONDS WEST, 79.86 FEET; THENCE, SOUTHWEST ON A CURVE, CONCAVE TO SOUTHEAST, RADIUS EQUALS 20 FEET, 31.56 FEET; THENCE, SOUTH 0 DEGREES 6 MINUTES 30 SECONDS WEST, 79.86 FEET; THENCE, SOUTH 89 DEGREES 29 MINUTES 5 SECONDS EAST, 100 FEET; THENCE, NORTH 0 DEGREES 06 MINUTES 30 SECONDS EAST, TO THE POINT OF BEGINNING.

APN: 2644-030-016

PARCEL 2:

LOT 1 OF TRACT NO. 35182, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 919, PAGE 4, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 2644-030-078

EXHIBIT B
PARCEL B-006

PLAT MAP

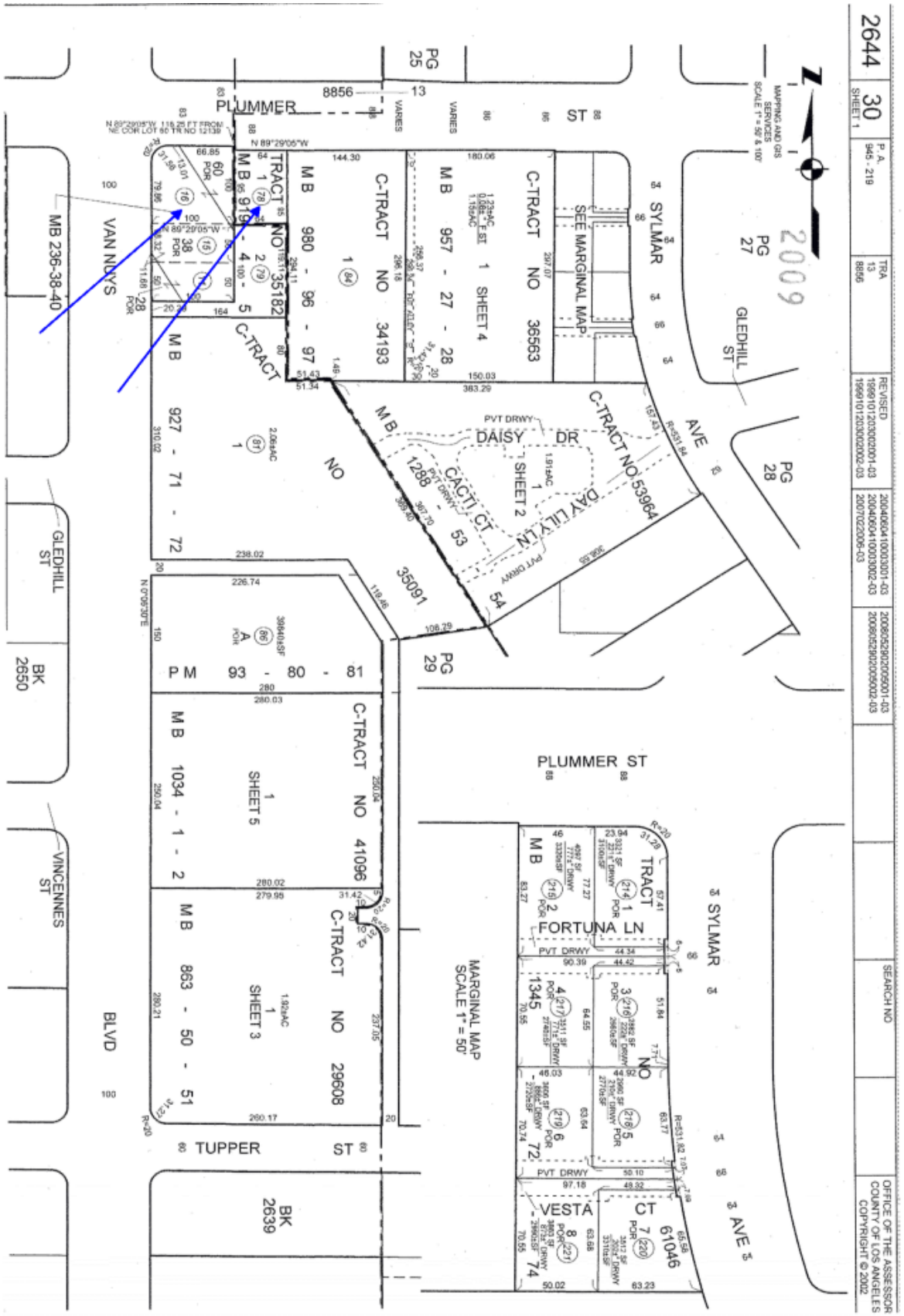


EXHIBIT C
PARCEL B-006

IMPROVEMENTS PERTAINING TO REALTY (IPR)

Two (2) Outdoor Advertising Signs (Billboards):

Qty.	Description
1	Offset single poster panel, Clear Channel, Face No. 001631, 24' x 12', metal frame backing and catwalks, I-beam uprights, illuminated.
1	Straight double 8-Sheet media poster panel, Lamar, 12' x 6', dual-sided, Face No. not available, metal frame, single upright pole, non-illuminated.

Other IPR:

Item No.	Qty.	Description
1	8	Surveillance cameras, manufacturer and model no. not available, dome housing type, including wiring to DVR
2	1	Pass-through lab door, 25" x 30", painted wood, wood trim
3	1	Medication station build-out, consisting of: 2 Water spigots/ sinks, 12" x 9", with 7" x 4" x 2" metal pan, single nozzle with lever, plumbing 2 Privacy panels, 30" x 80", painted wood 1 Service counter, 46" x 12", wood
4	1	Wall cabinet, 6' x 30", wood, 4-door
5	25	Linear feet of pony wall/ reception divider wall, 34" to 46" high, assumed to be wood framing, painted drywall facia, 1 gate, 3' wide, wood, metal handle and hardware, including 15 linear feet of glass paneling, 36" high to 48" high, metal window frame mounted, 13" deep laminate countertop
6	1	Lot of data cabling, computer networking and telephone cabling for 10 workstations, including wall jacks
7	1	Security system, consisting of: 2 Keypads, Honeywell 1 Control panel 5 Motion sensors 4 Door contacts
8	1	Through-wall ventilator, manufacturer and model no. not available, 15" x 15"
9	1	Through-wall transaction window, 5" x 4", wood construction, with framed trim, 10" x 9"

ATTACHMENT B

RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY DECLARING CERTAIN REAL PROPERTY INTERESTS AND IMPROVEMENTS PERTAINING TO THE REALTY NECESSARY FOR PUBLIC PURPOSES AND AUTHORIZING THE ACQUISITION THEREOF THROUGH THE EXERCISE OF EMINENT DOMAIN EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT APN: 2644-030-016 and 2644-030-078; ESFV-B-006-1

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY BOARD OF DIRECTORS ("BOARD") HEREBY FINDS, DETERMINES, AND RESOLVES AS FOLLOWS:

Section 1.

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY ("LACMTA") is a public entity organized and existing pursuant to Chapter 2 of Division 12 of the California Public Utilities Code (commencing with Section 130050).

Section 2.

The property interests described hereinafter are to be taken for public use, namely, for public transportation purposes and all uses necessary, incidental or convenient thereto, and for all public purposes pursuant to the authority conferred upon the Board to acquire property by eminent domain by California Public Utilities Code Sections 30000-33027, inclusive, and particularly Section 30503 and 30600, Sections 130000-132650, inclusive, and particularly Sections 130051.13 and 130220.5, Code of Civil Procedure Sections 1230.010-1273.050, inclusive, and particularly Sections 1240.510 and 1240.610, and Article I, Section 19 of the California Constitution.

Section 3.

The property interests to be acquired consist of: (i) the fee interest in the real property described in the legal description attached hereto as Exhibit "A" and depicted in the plat map attached hereto as Exhibit "B" ("Fee Interest"); and (ii) the improvements pertaining to realty that are more particularly described in Exhibit "C" attached hereto ("Improvements") (hereinafter the Fee Interest and Improvements are collectively referred to as the "Property Interests"). Exhibits "A", "B", and "C" are incorporated herein by reference.

Section 4.

(a.) The acquisition of the Property Interests is necessary for the development, construction, operation, and maintenance of the East San Fernando Valley Light Rail Transit Project ("Project");

(b.) The environmental impacts of the Project were evaluated in the Final

Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on December 8, 2020. The Board found that in accordance with the California Environmental Quality Act (CEQA) Guidelines, Section 15162, no supplemental Environmental Impact Report is required for the Project, and the FEIS/FEIR documents are consistent with CEQA. Through the Preliminary Engineering (PE) phase of the Project, design refinements to the southern segment were identified. Environmental analysis and findings of the proposed design refinements were documented in an Addendum to the Final Environmental Impact Report, in compliance with California Environmental Quality Act and approved by the Board in October 2023.

(c.) Accordingly, LACMTA has fulfilled the necessary statutory prerequisites to acquire the Property by eminent domain.

Section 5.

The Board hereby declares that it has found and determined each of the following:

(a.) The public interest and necessity require the Project;

(b.) The Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;

(c.) The Property Interests sought to be acquired, which have been described herein, are necessary for the Project;

(d.) The offers required by Section 7267.2 of the Government Code have been made to the owners of the Property Interests. Said offers were accompanied by a written statement of, and summary of the basis for, the amount established and offered as just compensation. The statements/summaries complied with Government Code Section 7267.2, in form and in substance, including by containing the required factual disclosures.

Section 6.

Pursuant to Sections 1240.510 and 1240.610 of the Code of Civil Procedure, to the extent that the Property Interests are already devoted to a public use, the use to which the Property Interests are to be put is a more necessary public use than the use to which the Property Interests are already devoted, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use to which the Property Interests are already devoted.

Section 7.

That notice of intention to adopt this resolution was given by first class mail to the owners of the Property Interests to be acquired by eminent domain in accordance with Section 1245.235 of the Code of Civil Procedure and a hearing was conducted by the Board on the matters contained herein and each person whose Property Interests are to be acquired by eminent domain was given an opportunity to be heard.

Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property Interests described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property Interests in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property Interests, and, with the concurrence and approval of LACMTA Staff, to make minor adjustments to the scopes and descriptions of the Property Interests to be acquired in order to ameliorate any claims for severance damages.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary actions to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. If settlement cannot be reached, Counsel is authorized to proceed to resolve the proceedings by means of jury trial. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

Section 9

If, after adoption of this Resolution, LACMTA acquires all of the Property Interests by negotiated acquisition without the commencement of an eminent domain proceeding authorized by this Resolution, then, upon the execution and delivery of the instrument(s) transferring interest in all of the Property Interests to LACMTA, this Resolution as to those Property Interests so acquired shall be automatically rescinded and extinguished, without further notice or additional action by this Board.

I, COLLETTE LANGSTON, Board Clerk of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Los Angeles County Metropolitan Transportation Authority at a meeting held on the 26th day of February 2026.

_____ Date: _____

COLLETTE LANGSTON
LACMTA Board Clerk

ATTACHMENTS

Exhibit - A - Legal Description
Exhibit - B - Plat Map
Exhibit - C - Improvements Pertaining to Realty

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA AND IS DESCRIBED AS FOLLOWS:

PARCEL 1:

A PORTION OF LOTS 38 AND 60 OF TRACT NO. 12139, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 236, PAGES 38, 39 AND 40, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

LOT COMMENCING NORTH 89 DEGREES 29 MINUTES 5 SECONDS WEST, 118.25 FEET FROM THE NORTHEAST CORNER OF LOT 60; THENCE, NORTH 89 DEGREES 29 MINUTES 5 SECONDS WEST, 79.86 FEET; THENCE, SOUTHWEST ON A CURVE, CONCAVE TO SOUTHEAST, RADIUS EQUALS 20 FEET, 31.56 FEET; THENCE, SOUTH 0 DEGREES 6 MINUTES 30 SECONDS WEST, 79.86 FEET; THENCE, SOUTH 89 DEGREES 29 MINUTES 5 SECONDS EAST, 100 FEET; THENCE, NORTH 0 DEGREES 06 MINUTES 30 SECONDS EAST, TO THE POINT OF BEGINNING.

APN: 2644-030-016

PARCEL 2:

LOT 1 OF TRACT NO. 35182, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 919, PAGE 4, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 2644-030-078

EXHIBIT "B"
PARCEL ESFV-B-006-1

PLAT MAP

EXHIBIT C
PARCEL ESFV-B-006-1

IMPROVEMENTS PERTAINING TO REALTY (IPR)

Two (2) Outdoor Advertising Signs (Billboards):

Qty.	Description
1	Offset single poster panel, Clear Channel, Face No. 001631, 24' x 12', metal frame backing and catwalks, I-beam uprights, illuminated.
1	Straight double 8-Sheet media poster panel, Lamar, 12' x 6', dual-sided, Face No. not available, metal frame, single upright pole, non-illuminated.

Other IPR:

Item No.	Qty.	Description
1	8	Surveillance cameras, manufacturer and model no. not available, dome housing type, including wiring to DVR
2	1	Pass-through lab door, 25" x 30", painted wood, wood trim
3	1	Medication station build-out, consisting of: 2 Water spigots/ sinks, 12" x 9", with 7" x 4" x 2" metal pan, single nozzle with lever, plumbing 2 Privacy panels, 30" x 80", painted wood 1 Service counter, 46" x 12", wood
4	1	Wall cabinet, 6' x 30", wood, 4-door
5	25	Linear feet of pony wall/ reception divider wall, 34" to 46" high, assumed to be wood framing, painted drywall facia, 1 gate, 3' wide, wood, metal handle and hardware, including 15 linear feet of glass paneling, 36" high to 48" high, metal window frame mounted, 13" deep laminate countertop
6	1	Lot of data cabling, computer networking and telephone cabling for 10 workstations, including wall jacks
7	1	Security system, consisting of: 2 Keypads, Honeywell 1 Control panel 5 Motion sensors 4 Door contacts
8	1	Through-wall ventilator, manufacturer and model no. not available, 15" x 15"
9	1	Through-wall transaction window, 5" x 4", wood construction, with framed trim, 10" x 9"

Hearing to Adopt Resolution of Necessity

East San Fernando Valley Light Rail Transit Project

Agenda Item # 2025-1039

Metro

Regular Board Meeting
February 26, 2026

Hearing to Adopt Resolution of Necessity
East San Fernando Valley Light Rail Transit Project

Project: The East San Fernando Valley Light Rail Transit Project extends north from the Van Nuys Metro G-Line station to the Sylmar/San Fernando Metrolink Station, a total of 9.2 miles of a dual track light rail transit (LRT) system with 14 at-grade stations.

The initial operating segment (IOS) is defined as the southern 6.7 miles of the Project alignment. The IOS, identified as the southern segment, is street running in the middle of Van Nuys Boulevard and includes 11 at-grade center platform stations, 10 traction power substations, and a maintenance and storage facility for the LRT vehicles.

Property Impacts: Full Fee Simple (Fee) and Improvements Pertaining to Realty (IPR) interests for Project Parcel B-006.

Property Locations: Panorama City, CA 91402

Relocation Impacts: Project impacts require the relocation of one (1) named business, one (1) residential tenancy, and two (2) billboards.

Metro

Hearing to Adopt Resolution of Necessity
East San Fernando Valley Light Rail Transit Project

PARCEL OVERVIEW

Parcel B-006
9462 Van Nuys Blvd., and
14540 Plummer Street,
Panorama City 91402

Metro

Hearing to Adopt Resolution of Necessity
East San Fernando Valley Light Rail Transit Project

PARCEL OVERVIEW

Project Parcel Number	Assessor's Parcel Number	Parcel Address	Property Owner/ Tenant	Property Interest(s) Sought
B-006	2264-030-016 2264-030-078	9462 Van Nuys Boulevard and 14540 Plummer Street, Panorama City 91402	Coast United Advertising Co., a California corporation *(Owner)*	Fee; IPR
			Western Pacific Med-Corp *(Tenant)*	IPR

Metro

Hearing to Adopt Resolution of Necessity
East San Fernando Valley Light Rail Transit Project

Relocation Benefits Provided to Business Displacees:

- Advisory Services
- Movement of Personal Property and Discconect and Reconnect Costs
- Re-Establishment Benefits
- Payment for Searching and Related Expenses for a Replacement Sites
- Professional services performed before purchase or lease of a replacement site (feasibility reports, soil testing, etc.)
- Loss of Tangible Personal Property and Substitute Personal Property
- Move Planning Services

Relocation Benefits Provided to Residential Displacees:

- Advisory Services
- Moving Costs
- Replacement Housing Payments
- Incidental Expenses

Metro

Hearing to Adopt Resolution of Necessity
East San Fernando Valley Light Rail Transit Project

Staff recommends the Board make the below findings and adopt the Resolution of Necessity:

- The public interest and necessity require the proposed Project;
- The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- The Properties sought to be acquired, which have been described herein, are necessary for the proposed Project;
- The offers required by Section 7267.2 of the Government Code have been made to the Owners; and
- Whether the statutory requirements necessary to acquire the properties or property interests by eminent domain have been complied with by LACMTA.

Metro

Metro

File #: 2026-0141, **File Type:** Contract **Agenda Number:**

REGULAR BOARD MEETING
FEBRUARY 26, 2026

SUBJECT: 2026 FIFA WORLD CUP STADIUM SHUTTLES

ACTION: AWARD CONTRACTS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD a five-month, firm fixed unit rate contract, Contract No. OP2026710000 to Zum Services, Inc., to provide bus transportation services from El Camino College, located in Torrance, CA, to and from Los Angeles (SoFi) Stadium, located in Inglewood, California, for a total of eight FIFA World Cup games in the Not-To-Exceed (NTE) amount of $493,110.00, subject to the resolution of any properly submitted protest(s), if any;

B. AWARD a five-month, firm fixed unit rate contract, Contract No. OP2026710001 to Zum Services, Inc., to provide bus transportation services from Los Angeles International Airport area hotels and parking zones to and from Los Angeles (SoFi) Stadium, located in Inglewood, California, for a total of eight FIFA World Cup games in the Not-To-Exceed (NTE) amount of $390,774.00, subject to the resolution of any properly submitted protest(s), if any; and

C. AWARD a five-month, firm fixed unit rate contract, Contract No. OP2026710002 to Zum Services, Inc., to provide bus transportation services from Pierce College G Line Station, located in Woodland Hills, CA, to and from Los Angeles (SoFi) Stadium, located in Inglewood, California, for a total of eight FIFA World Cup games in the Not-To-Exceed (NTE) amount of $102,347.00, subject to the resolution of any properly submitted protest(s), if any.

ISSUE

Los Angeles County will host eight FIFA World Cup games at Los Angeles (So Fi) Stadium in the summer of 2026. Metro has been designated as the Official Public Transit Provider for the Los Angeles host city during the 2026 World Cup. Metro will provide convenient, safe, and accessible transit services for general spectators attending these games.

Current estimates indicate that approximately 300 buses will be needed to provide additional transit services (beyond the region's transit network) for the 25,000 general spectators from over a dozen

transit and park-and-ride hubs across Los Angeles County and Southern California. The anticipated routes for 100 of the 300 buses are designated as charter service.

Federal Transit Administration (FTA) Charter Bus Service Regulations (49 CFR Part 604) governs the provision of charter service by Federal recipients, including Metro and the regional transit providers. As Metro is establishing a World Cup Games Enhanced Transit Service (WCGETS) to connect major transit hubs of the region to the stadium, Metro must abide by the charter regulations by contracting charter services to private providers. The award of these three contracts will ensure that Metro is complying with federal regulations by contracting the temporary services under WCGETS that have been identified as charter services.

BACKGROUND

The FIFA World Cup, held every four years, is a global soccer event that attracts millions of fans. Metro has led efforts by the region's transit providers to plan for meeting the transportation needs of general spectators from the region, state, nation, and across the world attending the eight World Cup games at Los Angeles Stadium. The FTA has been consulted in assessing which routes are considered general public transit service and which are considered charter services. Based on this consultation, Metro has identified roughly 200 of the 300 WCGETS buses needed as being assigned to general public transit services that are not funded by a third party, are open to the general public, will be priced according to Metro's existing fare structure, and either: 1) connects a major transit (e.g. Union Station) to the stadium, 2) is a regular seasonal service (e.g. LAX/MTC SoFi Shuttle), or 3) protects an existing major bus line by adding supplemental service along the corridor (e.g. service along Crenshaw and Hawthorne Boulevards from the C Line to the stadium). The remaining 100 buses are assigned to services that can be deemed charter service (e.g. event specific shuttles from temporary Park and Rides with limited existing transit access, or service picking up and dropping off fans from nearby hotels along Century Blvd).

Consistent with FTA Charter Bus regulations, Metro noticed charter companies registered on the FTA charter bus website on their willingness and ability to provide charter services for the World Cup. Once identified, a Request for Proposal (RFP) for the three charter services was issued to those as well as other private service providers. While the charter regulations prohibit agencies from requiring all vehicles from a charter company being accessible and/or utilizing alternative fuel buses, the RFP incorporated those elements as preferred criteria. In addition, the RFP required that private providers who did not have accessible buses to include up to 10 percent accessible vehicles (e.g. vans) in their proposal to supplement services to be provided by Access Services.

DISCUSSION

Consistent with Federal Transit Administration (FTA) Charter Bus regulations, Metro noticed the charter bus industry list maintained by FTA of this opportunity as well as sending the RFP to those charter bus providers who expressed interest in this opportunity. Metro also briefed the SMART labor union on the World Cup GETS program including SMART operator participation, Charter Regulations compliance, and partnering with Regional Transit providers.

To accommodate the entire expected general spectators needing bus services from regional transit

hubs, staff recommends partnering with Zum Services, Inc., to operate dedicated bus services from three key Park and Ride hubs to the Los Angeles Stadium:

- El Camino College - 3400 Manhattan Beach Blvd, Torrance
- LAX Area Hotels and Parking Zones Partnerships - Century Blvd area between Sepulveda Boulevard & Aviation Boulevard
- Pierce College - 6425 Winnetka Ave, Woodland Hills

These three locations were strategically selected to serve as Park and Ride hubs based on their parking supply, proximity to the Los Angeles Stadium, and/or regional priority. Each site will be accessible to all riders with either existing sidewalks and ramps or temporary ramps and platforms installed for ADA access.

Charter Bus Operations

Zum Services, Inc., has been selected through the charter bus procurement process to provide Metro with:

- Vehicles capable of sustained service across game days
- Licensed bus operators
- Fuel and vehicle maintenance (including field maintenance staff)
- Supervision and storage during the event period

The shuttles will typically begin service in time to deliver general spectators to the Los Angeles Stadium approximately three hours before each start of game. They will continue to operate return trips for up to 90 minutes after each game concludes (with limited on-demand service during the game), offering fans a convenient, safe, and accessible alternative to driving to these games.

Route	Duration of Service	Estimated Passengers
El Camino College	8 days x 6.5 hrs./ bus x 48 buses	4,100 per game
LAX Area Hotels and Parking Zones	8 days x 6.5 hrs./ bus x 38 buses	4,300 per game
Pierce College	8 days x 6.5 hrs./ bus x 10 buses	460 per game

This procurement was completed in accordance with Federal Transit Administration charter bus regulations. Staff engaged in discussions with the SMART union. The conversations focused on Charter Services and the federal regulations required for implementing supplemental services along the existing major bus line corridors. The goal was to ensure compliance with regulatory standards while exploring opportunities to enhance public transportation options for the community.

Non-Charter Bus Services

Metro and the regional transit providers will work together to operate up to 200 buses, linking regional transit hubs to the stadium. Metro's SMART union operators will have around 100 assignments for each game and are prepared to manage the additional services required for the World Cup games at the Los Angeles Stadium. Furthermore, to effectively meet the game-day transit demand, more buses will be necessary to serve parking areas that are not connected to the regional transit hubs.

DETERMINATION OF SAFETY IMPACT

The approval of this award will result in a contractor required to proactively ensure the delivery of safe, clean, and reliable bus transportation services in support of the 2026 FIFA World Cup games at Los Angeles Stadium

FINANCIAL IMPACT

For these contracts, funding of $986,231.00 for FY26 is allocated under cost center 3592 - Service Development, Project 306007 - Special Mega Events, Task No. 01.02.20, World Cup 2026 Bus Transportation.

Impact to Budget
The budget for the entire WCGETS, including bus services obtained through this procurement, has been budgeted for six of the eight games occurring in FY26 and will be included in the FY27 budget for the two games that fall in July 2026 as part of the FY27 budget year. The entire program has been funded through federal funding specifically earmarked to support World Cup transportation and the FY26 allocation of State Low Carbon Transit Operations Program (LCTOP) funds.

EQUITY PLATFORM

Metro is committed to providing equitable access for all general spectators during the FIFA World Cup in 2026. In line with this commitment, Metro is taking steps to enhance ADA accommodations across its transportation systems, including accessible boarding locations and accessible buses with ramps and wheelchair positions as part of the fleet provided through these contracts. Metro is also partnering with Access Services to offer additional accessible vehicles to supplement the accessible buses on these services to ensure equitable access to service for all riders.

Moreover, Metro is committed to maintaining existing service levels for regular riders, with an enhanced set of transit services added to cater to general spectators attending the eight games at Los Angeles Stadium. These services will significantly reduce the congestion and other impacts experienced in the communities surrounding Los Angeles (SoFi) Stadium each game day. The areas around the three locations have been identified as “High Need” within the Metro Equity Need Index (MENI) and have an average population of 72% Black, Indigenous, and People of Color (BIPOC). This highlights the critical importance of accessible transportation options for these communities.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through planning and operational activities that will benefit and further encourage transit ridership, ridesharing, and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives. Metro's work to support the upcoming World Cup games in Los Angeles will focus on transporting general spectators to and from the eight games at Los Angeles Stadium using transit rather than driving alone or in low-occupancy vehicles, creating severe congestion and other impacts to the communities around the stadium.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

By offering general spectators alternative transportation options to reach Los Angeles (SoFi) Stadium, this recommendation supports several strategic plan goals:

1. Provide high-quality mobility options that enable people to spend less time traveling.
   A. The charter services will enhance Metro's transportation offerings, improve the overall quality of its transit network, and help manage demand across the entire system.

2. Deliver outstanding trip experiences for all users of the transportation system.
   A. The charter services will provide part of the program of direct services to the Los Angeles (SoFi) Stadium, making the ride efficient, safe, convenient, and user-friendly.

3. Enhance communities and lives through mobility and access to opportunity.
   A. Through active collaboration with public and private sector partners, Metro aims to make LA County's transportation system more accessible, inclusive, and responsive to community needs.

4. Transform LA County through regional collaboration and national leadership.
   A. Metro is committed to environmental sustainability and will take a leadership role in managing and providing a resilient mobility system during the World Cup.

ALTERNATIVES CONSIDERED

The alternative is to not award these contracts. Not awarding these contracts would lead to significant additional strain placed on the area around the stadium that lacks parking for all attending spectators, leading to significant congestion and other impacts, such as air and noise pollution

imposed on the local community. Metro and other regional transit providers are providing approximately 200 buses, operators, and support staff towards the overall World Cup games transit program. Consistent with Federal Charter Bus Regulations, additional buses needed for services to parking locations not related to the region's transit network must be procured from private charter providers to deliver the full program of services needed to meet the demand for access to the stadium. To operate these services by Metro or other regional transit providers would be in conflict with Federal Charter Bus Regulations and Metro and other regional transit operators do not have the capacity to meet this additional need.

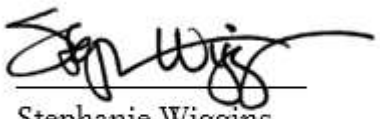
NEXT STEPS

Upon Board approval, staff will execute Contract No's. OP2026710000, OP2026710001, and OP2026710002.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Sandra Solis, Senior Director, (213) 922-6266
Joseph Forgiarini, Senior Executive Officer, (213) 418-3400
Debra Avila, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051
Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034



Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

PROCUREMENT SUMMARY

2026 FIFA WORLD CUP STADIUM SHUTTLES / OP2026710000, OP2026710001, OP2026710002

1.	**Contract Number**: **OP2026710000, OP2026710001, OP2026710002**	
2.	**Recommended Vendor**: Zum Services, Inc. (Zones 1, 2, 3)	
3.	**Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: 11/12/2025	
	B. Advertised/Publicized: 11/12/2025	
	C. Pre-Proposal Conference: 11/18/2025	
	D. Proposals Due: 12/05/2025	
	E. Pre-Qualification Completed: N/A	
	F. Ethics Declaration Forms submitted to Ethics: 12/06/2025	
	G. Protest Period End Date: 03/05/2026	
5.	**Solicitations Downloaded**: 42	**Bids/Proposals Received**: Zone 1: 5 Proposals Zone 2: 4 Proposals Zone 3: 6 Proposals
6.	**Contract Administrator**: Antonio Monreal	**Telephone Number**: 213-922-4679
7.	**Project Manager**: Sandra Solis	**Telephone Number**: 213-922-6266

A. Procurement Background

This Board Action is to approve Contract No.s OP2026710000, OP2026710001, and OP2026710002 issued in support of bus transportation services from three designated locations to and from Los Angeles Stadium (SoFi Stadium) for the 2026 FIFA World Cup. Contractor will be responsible for supplying buses, operators, and management necessary for the reliable and complete performance of the services. Board approval of contract awards is subject to the resolution of any properly submitted protest(s), if any.

On November 12, 2025, Request for Proposals (RFP) No. OP2026710 was issued as a competitive solicitation in accordance with Metro's Acquisition Policy. The proposed contract type is a firm fixed unit rate.

One amendment was issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on December 4, 2025, revised the insurance requirements.

A total of 42 firms downloaded the RFP and were included in the planholders' list.

A virtual pre-proposal conference was held on November 18, 2025, and was attended by 23 participants representing 11 firms. There were 34 questions received, and responses were provided prior to the proposal due date.

The following proposals were received by December 5, 2025, and are listed below in alphabetical order by zone:

Zone 1 – El Camino College

1. A Yankee Line, Inc.
2. Charter Up, LLC
3. Elite Executive Charter LLC
4. T1 Transportation, Inc.
5. Zum Services, Inc.

Zone 2 – LAX Area Hotels and Parking Zones

1. A Yankee Line, Inc.
2. Charter Up, LLC
3. T1 Transportation, Inc.
4. Zum Services, Inc.

Zone 3 – Pierce College

1. A Yankee Line, Inc.
2. Charter Up, LLC
3. Durham School Services, LP
4. John Anthony Neumann DBA Neumann Enterprises
5. T1 Transportation, Inc.
6. Zum Services, Inc.

B. Evaluation of Proposals

A diverse Proposal Evaluation Team (PET) consisting of staff from Metro's Contract Services, Transit Service Delivery, Office of Strategic Innovation, and Bus Maintenance, was convened and conducted a comprehensive technical evaluation of the proposals received.

On December 10, 2025, the PET met to review the evaluation criteria package, process confidentiality and conflict of interest forms, and take receipt of the proposals to initiate the evaluation phase. Evaluations were conducted from December 10, 2025, through January 30, 2026.

The proposals were evaluated based on the following evaluation criteria and weights:

- Experience and Qualifications of Proposed Team, Organization, & Past Performance 20%
- Experience and Qualifications of Proposed Key Personnel 15%

- Approach to Work and Implementation of the Services 40%
- Contractor's Facility 5%
- Price Proposal 20%

The evaluation criteria are appropriate and consistent with criteria developed for other, similar procurements. Several factors were considered when developing these weights, giving the greatest importance to approach to work and implementation of these services.

The evaluation committee conducted virtual presentations and interviews with the firms. The firms' key personnel had an opportunity to present each team's approach to work and implementation of the services and respond to the evaluation committee's questions. Each team was asked questions regarding their proposed bus specifications, bus maintenance, and accident reporting.

Elite Executive Charter LLC's proposal for Zone 1 was deemed non-responsive to Metro's submittal requirements, as they did not provide Metro's required forms or the Approach to Work and Implementation of the Services proposal section.

The remaining proposals were all determined to be within the competitive range, and are listed below in alphabetical order:

<u>Zone 1 – El Camino College</u>
1. A Yankee Line, Inc.
2. Charter Up, LLC
3. T1 Transportation, Inc.
4. Zum Services, Inc.

<u>Zone 2 – LAX Area Hotels and Parking Zones</u>
1. A Yankee Line, Inc.
2. Charter Up, LLC
3. T1 Transportation, Inc.
4. Zum Services, Inc.

<u>Zone 3 – Pierce College</u>
1. A Yankee Line, Inc.
2. Charter Up, LLC
3. Durham School Services, LP
4. John Anthony Neumann DBA Neumann Enterprises
5. T1 Transportation, Inc.
6. Zum Services, Inc.

Qualifications Summary of Firms within the Competitive Range, Listed by Zone(s) and in Alphabetical Order:

A Yankee Line, Inc. (Zone 1, Zone 2, and Zone 3)

A Yankee Line, Inc. (A Yankee Line) has over 45 years of experience providing shuttles and coordinating high-capacity special-event operations for major stadiums, convention centers, airport systems, and large regional gatherings. A Yankee Line has supported transit agencies such as Washington Metropolitan Area Transit Authority and Massachusetts Bay Transportation Authority.

Charter Up, LLC (Zone 1, Zone 2, and Zone 3)

Charter Up, LLC (Charter Up) provides experience performing long-haul shuttle operations, commuter transit programs, and distributing campus/event circulation systems. Charter Up supports mobility programs for corporations, educational institutions, sport organizations, municipalities, and large event organizers.

T1 Transportation, Inc. (Zone 1, Zone 2, and Zone 3)

With over 30 years of experience, T1 Transportation, Inc. (T1) has managed transportation for more than 5,000 events and contracts, while transporting over 120 million passengers. Events T1 has supported include the 2025 FIFA Club World Cup in Los Angeles and New Jersey, Coachella Music Festival, ICC T20 Cricket World Cup, FIFA World Cup, and the NBA All-Star Game. T1 has also provided Bus Bridge Services for Washington Metropolitan Area Transit Authority.

Zum Services, Inc. (Zone 1, Zone 2, and Zone 3)

Zum Services, Inc. (Zum) provides 10 years of experience serving more than 130 school districts and 4,000 schools nationwide. School districts Zum has serviced include Oakland Unified School District (USD), San Francisco USD, Los Angeles USD, San Bernadino City, USD, Palm Springs USD, and Santa Barbara USD. Zum also supported the Special Olympics Southern California supplying transportation for athletes, teams and families.

Durham School Services, LP (Zone 3)

Durham School Services, LP (Durham) has over 100 years of experience providing transportation services. Durham supports over 400 school districts in 30 states and three provinces, operating more than 15,500 school buses. Events Durham has serviced include the Super Bowl, the Sea and Sky Airshow, and services for the Dallas Cowboys at AT&T Stadium.

John Anthony Neumann DBA Neumann Enterprises (Zone 3)

John Anthony Neumann DBA Neumann Enterprises (Neumann) has over 25 years of experience providing large-scale special event transportation. Neumann's experience includes coordinating transportation solutions for NASCAR, NHRA,

Outside Lands, Burning Man, PGA tournaments, and high-volume 24/7 employee shuttles.

Metro conducted discussions with the above-listed firms regarding their technical proposal, clarifications, and pricing. These discussions were held to give proposers within the competitive range an opportunity to fully address and meet Metro's requirements.

Upon conclusion of the discussions, Metro issued a request for Best and Final Offers (BAFO) on January 23, 2026. BAFO proposals were distributed to the PET for technical scoring in accordance with the evaluation criteria established in the solicitation.

A Yankee Line was removed from the competitive range, as they did not provide a BAFO proposal as requested by Metro.

On February 12, 2026, Metro issued three Notices of Intent to Award to T1 Transportation, Inc., for all three zones, and this item was originally scheduled to be presented to the Operations Committee on February 19, 2026. However, the item was withdrawn prior to the committee meeting due to the recommended awardee's withdrawal of their three proposals. Subsequently, the firm was removed from the competitive range and the Notices of Intent to Award were rescinded.

At the conclusion of the evaluation process, which was comprised of technical evaluations of submitted proposals, oral presentations, discussions with firms in the competitive range, and review of BAFOs, Zum Services, Inc.'s proposals for Zones 1, 2 and 3, were determined to the highest-ranked proposals.

Zone 1 – El Camino College

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	**Zum Services, Inc.**				
3	Experience and Qualifications of Proposed Team, Organization and Past Performance	81.25	20.00	16.25	
4	Experience and Qualifications of Proposed Key Personnel	76.27	15.00	11.44	
5	Approach to Work and Implementation of Services	85.63	40.00	34.25	
6	Contractor's Facility	92.60	5.00	4.63	
7	Price Proposal	100.00	20.00	20.00	
8	**Total**		**100.00**	**86.57**	**1**
9	**Charter Up, LLC**				

10	Experience and Qualifications of Proposed Team, Organization and Past Performance	81.90	20.00	16.38	
11	Experience and Qualifications of Proposed Key Personnel	89.60	15.00	13.44	
12	Approach to Work and Implementation of Services	89.78	40.00	35.91	
13	Contractor's Facility	93.80	5.00	4.69	
14	Price Proposal	52.70	20.00	10.54	
15	**Total**		**100.00**	**80.96**	**2**

Zone 2 – LAX Area Hotels and Parking Zones

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	**Zum Services, Inc.**				
3	Experience and Qualifications of Proposed Team, Organization and Past Performance	81.25	20.00	16.25	
4	Experience and Qualifications of Proposed Key Personnel	76.27	15.00	11.44	
5	Approach to Work and Implementation of Services	85.63	40.00	34.25	
6	Contractor's Facility	92.60	5.00	4.63	
7	Price Proposal	100.00	20.00	20.00	
8	**Total**		**100.00**	**86.57**	**1**
9	**Charter Up, LLC**				
10	Experience and Qualifications of Proposed Team, Organization and Past Performance	81.90	20.00	16.38	
11	Experience and Qualifications of Proposed Key Personnel	89.60	15.00	13.44	
12	Approach to Work and Implementation of Services	89.78	40.00	35.91	
13	Contractor's Facility	93.80	5.00	4.69	
14	Price Proposal	52.75	20.00	10.55	
15	**Total**		**100.00**	**80.97**	**2**

Zone 3 – Pierce College

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank

2	**Zum Services, Inc.**				
3	Experience and Qualifications of Proposed Team, Organization and Past Performance	81.25	20.00	16.25	
4	Experience and Qualifications of Proposed Key Personnel	76.27	15.00	11.44	
5	Approach to Work and Implementation of Services	85.63	40.00	34.25	
6	Contractor's Facility	92.60	5.00	4.63	
7	Price Proposal	91.45	20.00	18.29	
8	**Total**		**100.00**	**84.86**	**1**
9	**Charter Up, LLC**				
10	Experience and Qualifications of Proposed Team, Organization and Past Performance	81.90	20.00	16.38	
11	Experience and Qualifications of Proposed Key Personnel	89.60	15.00	13.44	
12	Approach to Work and Implementation of Services	89.78	40.00	35.91	
13	Contractor's Facility	93.80	5.00	4.69	
14	Price Proposal	48.00	20.00	9.60	
15	**Total**		**100.00**	**80.02**	**2**
16	**John Anthony Neumann DBA Neumann Enterprises**				
17	Experience and Qualifications of Proposed Team, Organization and Past Performance	77.50	20.00	15.50	
18	Experience and Qualifications of Proposed Key Personnel	72.53	15.00	10.88	
19	Approach to Work and Implementation of Services	57.75	40.00	23.10	
20	Contractor's Facility	60.00	5.00	3.00	
21	Price Proposal	100.00	20.00	20.00	
22	**Total**		**100.00**	**72.48**	**3**
23	**Durham School Services, LLP**				
24	Experience and Qualifications of Proposed Team, Organization and Past Performance	75.00	20.00	15.00	
25	Experience and Qualifications of Proposed Key Personnel	68.33	15.00	10.25	
26	Approach to Work and Implementation of Services	63.13	40.00	25.25	
27	Contractor's Facility	77.60	5.00	3.88	
28	Price Proposal	84.10	20.00	16.82	
29	**Total**		**100.00**	**71.20**	**4**

C. Price Analysis

The recommended Not-To-Exceed amounts for the three zones have been determined to be fair and reasonable based upon adequate price competition, fact finding, discussions, Best and Final Offers, and Metro's Independent Cost Estimate (ICE).

Zone 1 – El Camino College

	Proposer Name	Proposal Amount	Metro ICE	Best and Final Offer
1.	Zum Services, Inc.	$567,565.96	$923,520.00	$493,110.00
2.	Charter Up, LLC	$1,189,500.00	$923,520.00	$936,000.00

Zone 2 – LAX Area Hotels and Parking Zones

	Proposer Name	Proposal Amount	Metro ICE	Best and Final Offer
1.	Zum Services, Inc.	$558,261.60	$731,120.00	$390,774.00
2.	Charter Up, LLC	$1,170,000.00	$731,120.00	$741,000.00

Zone 3 – Pierce College

	Proposer Name	Proposal Amount	Metro ICE	Best and Final Offer
1.	Zum Services, Inc.	$83,739.24	$192,400.00	$102,347.00
2.	Charter Up, LLC	$175,500.00	$192,400.00	$195,000.00
3.	John Anthony Neumann DBA Neumann Enterprises	$515,450.00	$192,400.00	$93,600.00
4.	Durham School Services, LP	$100,152.00	$192,400.00	$111,280.00

The variance between the ICE and the recommended award amounts is attributable to several factors. First, prior to issuance of the solicitation, market research, including pricing information, was conducted in accordance with the FTA Charter Rule Regulations. The data received was then utilized to prepare the ICE.

D. Background on Recommended Contractor

Zum Services, Inc., (Zum) based out of Redwood City, California, and has experience providing transportation services to several school districts across 14 states, including Los Angeles Unified School District, San Bernardino City Unified School District, and Pasadena Unified School District. Zum has also supported multiple events with transportation services including the California International Marathon, Los Angeles Marathon, 2025 Special Olympics and NBA All Star Game.

DEOD SUMMARY

2026 FIFA WORLD CUP STADIUM SHUTTLES / OP2026710000, OP2026710001, OP2026710002

A. Small Business Participation

The Disadvantaged Business Enterprise (DBE) contract goal for these procurements is zero percent (0%) of the Total Contract Price for each zone. The U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes, to the DBE Program, including suspension of goals and enforcement, effective October 3, 2025. Metro is currently reviewing the Interim Final Rule (IFR) to identify necessary program and procedural changes to ensure full compliance. It is expected that Zum Services, Inc. will perform the services of these contracts on Zones 1, 2 and 3 with its own workforce.

B. Local Small Business Enterprise (LSBE) Preference

LSBE preference is not applicable to federally funded procurements. Federal law (49 CFR § 661.21) prohibits the use of local procurement preferences on FTA-funded projects.

C. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to these contracts.

D. Prevailing Wage Applicability

Prevailing wage is not applicable to these contracts.

E. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to these Contracts. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of $2.5 million.

F. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does not apply to these contracts. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least $50 million.

CONTRACT SERVICES

2026 FIFA WORLD CUP STADIUM SHUTTLES

Metro

Board of Directors – Regular Board Meeting
February 26, 2026

ISSUE

ISSUE

- Los Angeles County will host eight FIFA World Cup games in 2026, necessitating about 300 buses to transport up to 25,000 spectators.
- Federal Transit Administration (FTA) Charter Bus Service Regulations (49 CFR Part 604) governs the provision of charter service
    - 200 buses assigned to general public transit service linking fans from transit centers, along established transit corridors adjacent to Hollywood park, and regular seasonal stadium service to be provided by Metro and regional transit agencies can provide 200 buses
    - 96 buses assigned to charter service are not related to the region's transit system and will be servicing hotels and temporary park and ride lots to be provided by Zum Services, Inc.

Metro

DISCUSSION

Zum Services, Inc., to operate dedicated bus services from three temporary Park and Ride hubs and/or hotels to Los Angeles Stadium:

- El Camino College (Zone 1) – 3400 Manhattan Beach Blvd, Torrance
- LAX Area Hotels and Parking Zones Partnerships (Zone 2) – Century Blvd area between Sepulveda Blvd & Aviation Blvd.
- Pierce College (Zone 3) – Winnetka Ave, Woodland Hills

These three locations were strategically selected to act as Park and Ride hubs based on their supply of parking, regional priority locations, proximity to Los Angeles Stadium, and/or regional priority locations.

Metro

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD a five-month, firm fixed unit rate contract, Contract No. OP2026710000 to Zum Services, Inc., to provide bus transportation services from El Camino College, located in Torrance, CA, to and from Los Angeles (SoFi) Stadium, located in Inglewood, California, for a total of eight FIFA World Cup games in the Not-To-Exceed (NTE) amount of $493,110.00, subject to the resolution of any properly submitted protest(s), if any;

B. AWARD a five-month, firm fixed unit rate contract, Contract No. OP2026710001 to Zum Services, Inc., to provide bus transportation services from Los Angeles International Airport area hotels and parking zones to and from Los Angeles (SoFi) Stadium, located in Inglewood, California, for a total of eight FIFA World Cup games in the Not-To-Exceed (NTE) amount of $390,774.00, subject to the resolution of any properly submitted protest(s), if any;

C. AWARD a five-month, firm fixed unit rate contract, Contract No. OP2026710002 to Zum Services, Inc., to provide bus transportation services from Pierce College G Line Station, located in Woodland Hills, CA, to and from Los Angeles (SoFi) Stadium, located in Inglewood, California, for a total of eight FIFA World Cup games in the Not-To-Exceed (NTE) amount of $102,347.00, subject to the resolution of any properly submitted protest(s), if any.

Metro

PROPOSALS EVALUATION

AWARDEE

Zum Services, Inc. (Zones 1, 2, and 3)

PROPOSALS WITHIN THE COMPETITIVE RANGE:

A request for proposal was issued for three distinct zones, and the following vendors qualified within the competitive range.

Zone 1
- Charter Up, LLC
- Zum Services, Inc.

Zone 2
- Charter Up, LLC
- Zum Services, Inc.

Zone 3
- Charter Up, LLC
- Durham School Services, LP
- John Anthony Neumann DBA Neumann Enterprises
- Zum Services, Inc.

Metro

PROPOSALS EVALUATION – ZONE 1

Evaluation Criteria	Maximum Points	Zum Services, Inc	Charter Up, LLC
Experience and Qualifications of proposed teams organization & past performance	20	16.25	16.38
Experience and Qualifications of Proposed Key Personnel	15	11.44	13.44
Approach to Work and Implementation of the services	40	34.25	35.91
Contractor's Facility	5	4.63	4.69
Price Proposal	20	20.00	10.54
Total Score	**100**	**86.57**	**80.96**
Original Proposal		$ 567,565.96	$ 1,189.500.00
BAFO Proposal		$ 493,110.00	$ 936,000.00

Metro

PROPOSALS EVALUATION – ZONE 2

Evaluation Criteria	Maximum Points	Zum Services, Inc	Charter Up, LLC
Experience and Qualifications of proposed teams organization & past performance	20	16.25	16.38
Experience and Qualifications of Proposed Key Personnel	15	11.44	13.44
Approach to Work and Implementation of the services	40	34.25	35.91
Contractor's Facility	5	4.63	4.69
Price Proposal	20	20.00	10.55
Total Score	**100**	**86.57**	**80.97**
Original Proposal		$ 558,261.60	$ 1,170,000.00
BAFO Proposal		$ 390,774.00	$ 741,000.00

Metro

PROPOSALS EVALUATION – ZONE 3

Evaluation Criteria	Maximum Points	Zum Services, Inc	Charter Up, LLC	John Anthony Neumann DBA	Durham School Services, LP
Experience and Qualifications of proposed teams organization & past performance	20	16.25	16.38	15.50	15.00
Experience and Qualifications of Proposed Key Personnel	15	11.44	13.44	10.88	10.25
Approach to Work and Implementation of the services	40	34.25	35.91	23.10	25.25
Contractor's Facility	5	4.63	4.69	3.00	3.88
Price Proposal	20	18.29	9.60	20.00	16.82
Total Score	**100**	**84.86**	**80.02**	**72.48**	**71.20**
Original Proposal		$ 83,739.24	$ 175,500.00	$ 515,450.00	$ 100,152.00
BAFO Proposal		$ 102,347.00	$ 195,000.00	$ 93,600.00	$ 111,280.00

Metro

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

File #: 2026-0166, **File Type:** Resolution **Agenda Number:** 33.

REGULAR BOARD MEETING
FEBRUARY 26, 2026

SUBJECT: FINDINGS REQUIRED FOR ELIGIBLE SUBSIDIARY BODIES TO MEET VIA TELECONFERENCE IN COMPLIANCE WITH SB 707 (DURAZO)

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. ADOPTING, pursuant to Senate Bill 707 (SB 707), the following findings on behalf of eligible subsidiary bodies as defined by SB 707:

(i) The Board of Directors has considered the circumstances of the eligible subsidiary body.

(ii) Teleconference meetings of the eligible subsidiary body would enhance public access to meetings of the eligible subsidiary body, and the public has been made aware of the type of remote participation, including audio-visual or telephonic, that will be made available at a regularly scheduled meeting and has been provided the opportunity to comment at an in-person meeting of the legislative body authorizing the subsidiary body to meet entirely remotely.

(iii) Teleconference meetings of the eligible subsidiary body would promote the attraction, retention, and diversity of eligible subsidiary body members.

B. AUTHORIZING eligible subsidiary bodies to meet via teleconference, by either audio-visual or telephonic means, if they choose, subject to the requirements of SB 707.

ISSUE

SB 707 (Attachment A), signed into law in October 2025, updates and extends the relaxed teleconferencing options first authorized under AB 2449 (Rubio). Such relaxed rules include the ability to participate in a teleconference meeting from a remote location that is not accessible to the public, if certain requirements are met. While SB 707 continues to provide for relaxed teleconferencing options for a legislative body of a local agency (i.e., bodies subject to the Brown Act) under updated “just cause” requirements or as a reasonable accommodation, it adds an additional avenue for “eligible subsidiary bodies” (defined in SB 707) to meet remotely using the relaxed teleconferencing standards (outside of “just cause” reasons). Under these

expanded rules, an eligible subsidiary body may elect to meet remotely using the relaxed teleconferencing standards if the Metro Board adopts required statutory findings and renews such findings every six months.

BACKGROUND

SB 707 (Durazo), signed into law on October 3, 2025, modernizes the Ralph M. Brown Act by extending the relaxed modifications set forth by AB 2449 (Rubio) in September 2022 and updating teleconferencing rules for public meetings. It continues (with some modifications) the relaxed participation framework originally authorized under AB 2449, which expired January 1, 2026. SB 707 extends the relaxed teleconferencing rules under specified circumstances until January 1, 2030.

The Board qualifies as an “eligible legislative body” under SB 707. Among other things, SB 707 establishes new requirements for “eligible legislative bodies” related to:

- public remote access to Board and Committee meetings via two-way audiovisual or telephonic participation;
- captioning activation when using audiovisual platforms;
- expanded accessibility and translation requirements for notices and websites (beginning July 1, 2026); and
- adoption of a service disruption policy for remote participation (by July 1, 2026).

Metro is currently meeting all the above listed requirements, with the exception of a Board-adopted service disruption policy, which staff will be bringing to the Board for recommended approval before July 1, 2026.

SB 707 also updates when members of a legislative body may participate remotely, including for “just cause” or as a reasonable accommodation, while retaining quorum and visibility requirements. Based on the frequency of Metro’s meetings, a Director can utilize “just cause” up to twice per calendar year.

DISCUSSION

SB 707 further establishes specific rules to qualify for the relaxed teleconferencing requirements applicable to eligible subsidiary bodies, defined as advisory bodies that serve exclusively in an advisory capacity; are not authorized to take final action on legislation, regulations, contracts, licenses, permits, or any other entitlements, grants, or allocations of funds; and do not have primary subject matter jurisdiction that focuses on elections, budgets, police oversight, among other specified topics under the statute. In addition to “just cause” reasons, these bodies may also conduct meetings via teleconference using relaxed standards if they meet certain requirements, including providing for public participation either by way of (i) a two-way audio visual platform, or (ii) a two-way telephonic service and a live webcasting of the meeting; compliance with specified processes in the event there is telephonic or internet service disruption preventing the body from broadcasting the meeting; agenda posting at a single physical location, and staff presence at that location. Except for “just cause” reasons, before eligible subsidiary bodies may use the relaxed teleconferencing provisions, the Metro

Board must adopt statutory findings by majority vote and renew those findings every six months.

SB 707 requires the Board to periodically adopt specific findings in order for eligible subsidiary bodies to continue meeting virtually under relaxed teleconferencing standards (outside of the statutorily permitted “just cause” reasons). These advisory bodies play a key role in shaping Metro programs and priorities by elevating lived experience, operational insights, and community feedback from across the region.

Metro’s subsidiary bodies include groups focused on accessibility, public safety, community representation, and service planning such as the Public Safety Advisory Committee (PSAC), the Accessibility Advisory Committee, and the Service Councils. Members often volunteer their time, travel from multiple regions of Los Angeles County, and represent communities with varying access, work schedules, health needs, and caregiving responsibilities. Teleconferencing flexibility directly supports participation, quorum reliability, and diverse representation, enabling these bodies to remain active and reflective of the communities they serve.

Without Board action, eligible subsidiary bodies must revert to traditional Brown Act teleconferencing rules (other than in the event of “just cause” consistent with the statute), which require members participating remotely to publicly disclose and make accessible their teleconference location. These requirements would significantly limit participation and could reduce consistency and retention, impacting Metro’s ability to gather community input and operational feedback through its advisory structure.

Adopting the required findings under SB 707:

- preserves virtual participation options that support member engagement and continuity,
- ensures advisory bodies remain operational and accessible, and
- aligns Metro’s advisory meetings with existing public engagement practices at the Board level.

The findings must be renewed every six months to maintain this flexibility. This action does not change how the Board or its Committees meet; rather, it maintains functional and equitable access for Metro’s subsidiary bodies, consistent with how they have operated in recent years.

DETERMINATION OF SAFETY IMPACT

This action does not have an impact on safety.

EQUITY PLATFORM

This action supports equitable access to Metro’s advisory body processes by allowing flexible participation options for eligible subsidiary bodies. Teleconference flexibility reduces participation barriers for advisory body members who, travel from different parts of LA County, and may face challenges related to work schedules or other responsibilities. This item supports inclusive participation and ongoing operations of Metro’s advisory process.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, as it will allow Metro's eligible advisory bodies to meet virtually, increasing membership and participation without increasing VMT. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports strategic plan goal #5 to provide responsive, accountable, and trustworthy governance within the Metro organization by allowing Metro's eligible subsidiary bodies to meet virtually.

ALTERNATIVES CONSIDERED

The Board can consider not allowing eligible subsidiary bodies the opportunities to meet virtually outside of "just cause" reasons but membership has expressed concerns with meeting quorum due to the need for virtual attendance options. This option is not recommended.

NEXT STEPS

Upon approval, staff will notify the eligible subsidiary bodies of the teleconferencing framework. Additionally, staff will bring an IT Disruption Policy to the Board for approval as required by SB 707.

ATTACHMENTS

Attachment A - SB 707 (Durazo)

Prepared by: Collette Langston, Board Clerk, (213) 922-2837

Reviewed by: Collette Langston, Board Clerk, (213) 922-2837

Attachment A

Senate Bill No. 707

CHAPTER 327

An act to amend Sections 54952.7, 54953, 54953.5, 54953.7, 54954.2, 54954.3, 54956, 54956.5, 54957.6, 54957.9, and 54957.95 of, to amend and repeal Section 54952.2 of, to add Sections 54953.8, 54953.8.1, 54953.8.2, and 54957.96 to, and to add and repeal Sections 54953.4, 54953.8.3, 54953.8.4, 54953.8.5, 54953.8.6, and 54953.8.7 of, the Government Code, relating to local government.

[Approved by Governor October 03, 2025. Filed with Secretary of State October 03, 2025.]

LEGISLATIVE COUNSEL'S DIGEST

SB 707, Durazo. Open meetings: meeting and teleconference requirements.

(1) Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate.

This bill would, beginning July 1, 2026, and until January 1, 2030, require an eligible legislative body, as defined, to comply with additional meeting requirements, including that, except as specified, all open and public meetings include an opportunity for members of the public to attend via a 2-way telephonic service or a 2-way audiovisual platform, as defined, and that the eligible legislative body take specified actions to encourage residents to participate in public meetings, as specified. The bill would require an eligible legislative body, on or before July 1, 2026, to approve at a noticed public meeting in open session a policy regarding disruption of telephonic or internet services occurring during meetings subject to these provisions, as specified, and would require the eligible legislative body to comply with certain requirements relating to disruption, including for certain disruptions, recessing the open session for at least one hour and making a good faith attempt to restore the service, as specified.

(2) Existing law prohibits a majority of the members of a legislative body, outside a meeting authorized by the act, from using a series of communications of any kind to discuss, deliberate, or take action on any item of business that is within the subject matter jurisdiction of the legislative body. Existing law defines “meetings” for these purposes to mean any congregation of a majority of the members of a legislative body at the same time and location, as specified, to hear, discuss, deliberate, or take action on any item that is within the subject matter jurisdiction of the legislative body. Until January 1, 2026, existing law excepts from the prohibition a member engaging in separate conversations or communications outside of a meeting with any other person using an internet-based social media platform for specified purposes, provided, among other things, that a majority of the members do not use the internet-based social media platform to discuss among themselves business of a specific nature that is within the subject matter jurisdiction of the legislative body.

This bill would make the above-described exception related to communications on an internet-based social media platform applicable indefinitely.

(3) Existing law requires a legislative body, prior to taking final action, to orally report a summary of a recommendation for a final action on specified forms of compensation for a local agency executive, as defined, during the open meeting in which the final action is to be taken.

This bill would also require the legislative body to make that oral report, as provided above, prior to taking final action on those specified forms of compensation for a department head or other similar administrative officer of

the local agency.

(4) Existing law requires a legislative body of a local agency or its designee, at least 72 hours before a regular meeting, to post an agenda that meets specified requirements, including that the agenda contain a brief general description of each item of business to be transacted or discussed at the meeting, as specified.

This bill would, beginning July 1, 2026, and until July 1, 2030, require the agenda for each meeting of an eligible legislative body, as defined, to be translated into all applicable languages. The bill would define "applicable languages" to mean languages, according to data from the most recent American Community Survey, spoken jointly by 20% or more of the applicable population, as specified, provided that 20% or more of the population that speaks that language that in that city or county speaks English less than "very well," as specified, and except as provided.

Existing law requires every agenda for regular meetings to provide an opportunity for members of the public to directly address the legislative body on any item of interest of the public, as specified. Existing law specifies that the agenda is not required to provide an opportunity for members of the public to address the legislative body on any item that has already been considered by a committee, as specified, except if the item has been substantially changed since the committee heard the item, as determined by the legislative body.

This bill would add certain exceptions to the provision related to an item that has already been considered by a committee, including excepting committees whose primary subject matter jurisdiction focuses on elections, budgets, police oversight, privacy, removing from, or restricting access to, materials available in public libraries, or taxes or related spending proposals, except as specified.

(5) Existing law authorizes a legislative body of a local agency to require a copy of the act to be given to each member of the legislative body and specified persons elected to serve as a member of the legislative body, and authorizes an elected legislative body member to require a copy to be given to each member of each legislative body all or a majority of whose members are appointed by or under the authority of the elected legislative body.

This bill would instead require a local agency to provide a copy of the act to any person elected or appointed to serve as a member of a legislative body of the local agency.

Existing law authorizes legislative bodies of local agencies to impose requirements upon themselves which allow greater access to their meetings than prescribed by the minimal standards set forth in the act, and authorizes an elected legislative body of a local agency to also impose those requirements on those appointed legislative bodies of the local agency of which all or a majority of the members are appointed by or under the authority of the elected legislative body.

This bill would remove the above-described requirement that members of an appointed legislative body of a local agency must be appointed by or under the authority of the elected legislative body of a local agency in order for the elected legislative body to impose the above-described requirements on the appointed legislative body.

(6) Existing law provides any person attending an open and public meeting of a legislative body of a local agency with the right to record the proceedings with an audio or visual recorder or a still or motion picture camera, as specified.

This bill would remove the reference to an audio or visual recorder or a still or motion picture camera for purposes of recording the proceedings, as described above.

(7) Existing law authorizes a legislative body of a local agency to use teleconferencing, as specified, and requires a legislative body of a local agency that elects to use teleconferencing to comply with specified general requirements, including that the local agency post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Existing law also requires that, during the teleconference, at least a quorum

of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction, except as specified.

Existing law authorizes members who are outside the jurisdiction of a health authority, as defined, that conducts a teleconferencing meeting to, notwithstanding the above-described general teleconference provisions, count towards the establishment of a quorum when participating in the teleconference if, among other things, at least 50% of the number of members that would establish a quorum are present within the boundaries of the territory over which the authority exercises jurisdiction.

Existing law authorizes, in certain circumstances, the legislative body of a local agency to use specified alternative teleconferencing which include provisions related to, among others, notice of the means by which members of the public may access the meeting and offer public comment and identifying and including an opportunity for all persons to attend via a call-in option or an internet-based service option. Those circumstances in which the legislative body of a local agency is authorized to use the alternative teleconferencing provisions include specified circumstances relating to a state of emergency, as defined, and, until January 1, 2026, subject to specified limitations, a member's need to participate remotely due to just cause, defined to include, among other things, a need related to a physical or mental disability, or emergency circumstances, as defined, if certain quorum and disclosure requirements are met.

Existing law also authorizes certain eligible legislative bodies, including neighborhood councils and student body associations and student-run community college organizations to, until January 1, 2026, use alternate teleconferencing if, among other requirements, the city council or board of trustees, as applicable, has adopted an authorizing resolution and $^{2}/_{3}$ of the neighborhood city council or specified student organization, as applicable, votes to use alternate teleconference provisions, as specified.

This bill would revise and recast the above-specified teleconferencing and alternative teleconferencing provisions to uniformly apply certain noticing, disclosure, accessibility, and public commenting provisions. The bill would require a legislative body of a local agency that elects to use teleconferencing pursuant to these alternative teleconferencing provisions to comply with, in addition to any other applicable requirements under the act, specified requirements, including that the legislative body provides at least either 2-way audiovisual platform or 2-way telephonic service and a live webcasting of the meeting as a means by which the public may, among other things, remotely hear and visually observe the meeting, and that a member of the legislative body who participates in a teleconference meeting from a remote location pursuant to these alternative teleconferencing provisions and the specific provision of law that the member relied upon to permit their participation by teleconferencing are listed in the minutes of the meeting. The bill would require a local agency to identify and make available to legislative bodies a list of one or more meeting locations that may be available for use by the legislative bodies to conduct their meetings.

The bill would specify that nothing in the bill's provisions is to be construed to prohibit a member of a legislative body with a disability, as defined, from participating in any meeting of the legislative body by remote participation as a reasonable accommodation pursuant to any applicable law. The bill would apply certain provisions relative to, among other things, quorum establishment to that circumstance.

The bill would instead authorize a health authority, as defined, to conduct a teleconference meeting pursuant to the above-described alternative teleconferencing provisions.

The bill would revise and recast the alternative teleconferencing provisions applicable in a state of emergency, as defined. The bill would also include a local emergency, as defined, as a circumstance in which a legislative body of a local agency is authorized to use the alternative teleconferencing provisions.

The bill would revise and recast the alternative teleconferencing provisions applicable in cases of a member's need to participate remotely due to just cause or emergency circumstances, as defined, to remove the provision applicable to emergency circumstances, to revise related definitions, including broadening the definition of just cause to include, among other things, a physical or family medical emergency that prevents a member from attending in person, and to require the minutes for a meeting to identify the specific provision of law that each

member relied upon to participate remotely, as specified. The bill would extend the authorization to use the alternative teleconferencing provision until January 1, 2030.

The bill would revise and recast the alternative teleconferencing provisions applicable to neighborhood councils and student body associations and student-run community college organizations. In regards to the alternative teleconferencing provisions applicable to student body associations and student-run community college organizations, the bill would exempt the California Online Community College from specified requirements for an in-person quorum, a physical location for public participation, and certain accommodations under the authorization, and remove the ability for a person with a disability that requires certain accommodations to count towards the in-person quorum requirement. The bill would specify that the student body associations and student-run community college organizations described above are those in any community college recognized within the California Community Colleges system, and would extend the authorization to the Student Senate for California Community Colleges. The bill would extend the authorization to use the alternative teleconferencing provisions applicable to neighborhood councils and student body associations and student-run community college organizations until January 1, 2030.

The bill would, until January 1, 2030, also authorize a specified subsidiary body of local agencies to conduct a teleconference meeting pursuant to the above-described alternative teleconferencing provisions, provided that it complies with the requirements for alternative teleconferencing described above and additional requirements, including that the subsidiary body designates one physical meeting location within the boundaries of the legislative body that created the subsidiary body where members of the subsidiary body who are not participating remotely shall be present and members of the public may physically attend, observe, hear, and participate in the meeting, as specified.

The bill would, until January 1, 2030, also authorize specified multijurisdictional bodies of local agencies to conduct a teleconference meeting pursuant to the above-described alternative teleconferencing provisions, provided that it complies with the requirements for alternative teleconferencing described above and additional requirements, including that the eligible multijurisdictional body has adopted a resolution that authorizes the multijurisdictional body to use teleconferencing at a regular meeting in open session.

The bill would specify that these teleconferencing provisions are cumulative, and would authorize a legislative body to elect to use any teleconferencing provisions that are applicable to a meeting, regardless of whether any other teleconferencing provisions would also be applicable to that meeting.

Existing law defines “teleconference” for purposes of the authorization for a legislative body of a local agency to use teleconferencing to mean a meeting of a legislative body, the members of which are in different locations, connected by electronic means, through either audio or video, or both.

This bill would specify that “teleconference” does not include the attendance of one or more members of a legislative body in a meeting of the body solely by watching or listening via webcasting or any other similar electronic medium that does not permit members to interactively speak, discuss, or deliberate on matters.

(8) Existing law authorizes a special meeting to be called any time by, among other persons, the presiding officer of the legislative body of a local agency, by delivering specified written notices and posting a notice on the local agency’s internet website, if the local agency has one. Existing law requires specified legislative bodies to comply with the internet website posting requirement.

The bill would remove the requirement that only specified legislative bodies comply with the internet website posting requirement, thereby imposing that requirement on all legislative bodies.

(9) Existing law authorizes a legislative body of a local agency to hold an emergency meeting without complying with specified notice and posting requirements in the case of emergency circumstances, as specified, and imposes various requirements under these provisions applicable to either legislative bodies generally or legislative bodies which are a school board.

This bill would remove the school board distinction from the above-described provisions, thereby imposing the same requirements to hold an emergency meeting on all legislative bodies of local agencies.

By imposing additional duties on legislative bodies of local agencies, the bill would impose a state-mandated local program.

(10) Existing law authorizes, in addition to other related specified authorizations, the presiding member of the legislative body conducting a meeting or their designee to remove, or cause the removal of, an individual for disrupting the meeting. Existing law defines “disrupting” for these purposes to mean engaging in behavior during a meeting of a legislative body that actually disrupts, disturbs, impedes, or renders infeasible the orderly conduct of the meeting, as specified.

This bill would specify that a meeting for purposes of that provision includes any teleconferenced meeting. The bill would specify that the existing authority of a legislative body or its presiding officer to remove or limit participation by persons who engage in behavior that actually disrupts, disturbs, impedes, or renders infeasible the orderly conduct of the meeting, as specified, applies to members of the public participating in a meeting via a 2-way telephonic service or a 2-way audiovisual platform, as those terms are defined.

(11) The bill would make other updates to references in the act.

(12) Existing constitutional provisions require that a statute that limits the right of access to the meetings of public bodies or the writings of public officials and agencies be adopted with findings demonstrating the interest protected by the limitation and the need for protecting that interest.

This bill would make legislative findings to that effect.

(13) The California Constitution requires local agencies, for the purpose of ensuring public access to the meetings of public bodies and the writings of public officials and agencies, to comply with a statutory enactment that amends or enacts laws relating to public records or open meetings and contains findings demonstrating that the enactment furthers the constitutional requirements relating to this purpose.

This bill would make legislative findings to that effect.

(14) The bill would include findings that changes proposed by this bill address a matter of statewide concern rather than a municipal affair and, therefore, apply to all cities, including charter cities.

(15) The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

Digest Key

Vote: majority Appropriation: no Fiscal Committee: yes Local Program: yes

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Bill Text

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. Section 54952.2 of the Government Code, as amended by Section 1 of Chapter 89 of the Statutes of 2020, is amended to read:

54952.2. (a) As used in this chapter, "meeting" means any congregation of a majority of the members of a legislative body at the same time and location, including teleconference location as permitted by Section 54953, to hear, discuss, deliberate, or take action on any item that is within the subject matter jurisdiction of the legislative body.

(b) (1) A majority of the members of a legislative body shall not, outside a meeting authorized by this chapter, use a series of communications of any kind, directly or through intermediaries, to discuss, deliberate, or take action on any item of business that is within the subject matter jurisdiction of the legislative body.

(2) Paragraph (1) shall not be construed as preventing an employee or official of a local agency, from engaging in separate conversations or communications outside of a meeting authorized by this chapter with members of a legislative body in order to answer questions or provide information regarding a matter that is within the subject matter jurisdiction of the local agency, if that person does not communicate to members of the legislative body the comments or position of any other member or members of the legislative body.

(3) (A) Paragraph (1) shall not be construed as preventing a member of the legislative body from engaging in separate conversations or communications on an internet-based social media platform to answer questions, provide information to the public, or to solicit information from the public regarding a matter that is within the subject matter jurisdiction of the legislative body provided that a majority of the members of the legislative body do not use the internet-based social media platform to discuss among themselves business of a specific nature that is within the subject matter jurisdiction of the legislative body. A member of the legislative body shall not respond directly to any communication on an internet-based social media platform regarding a matter that is within the subject matter jurisdiction of the legislative body that is made, posted, or shared by any other member of the legislative body.

(B) For purposes of this paragraph, all of the following definitions shall apply:

(i) "Discuss among themselves" means communications made, posted, or shared on an internet-based social media platform between members of a legislative body, including comments or use of digital icons that express reactions to communications made by other members of the legislative body.

(ii) "Internet-based social media platform" means an online service that is open and accessible to the public.

(iii) "Open and accessible to the public" means that members of the general public have the ability to access and participate, free of charge, in the social media platform without the approval by the social media platform or a person or entity other than the social media platform, including any forum and chatroom, and cannot be blocked from doing so, except when the internet-based social media platform determines that an individual violated its protocols or rules.

(c) Nothing in this section shall impose the requirements of this chapter upon any of the following:

(1) Individual contacts or conversations between a member of a legislative body and any other person that do not violate subdivision (b).

(2) The attendance of a majority of the members of a legislative body at a conference or similar gathering open to the public that involves a discussion of issues of general interest to the public or to public agencies of the type represented by the legislative body, provided that a majority of the members do not discuss among themselves, other than as part of the scheduled program, business of a specified nature that is within the subject matter jurisdiction of the local agency. Nothing in this paragraph is intended to allow members of the public free admission to a conference or similar gathering at which the organizers have required other participants or registrants to pay fees or charges as a condition of attendance.

(3) The attendance of a majority of the members of a legislative body at an open and publicized meeting organized to address a topic of local community concern by a person or organization other than the local agency, provided that a majority of the members do not discuss among themselves, other than as part of the scheduled program, business of a specific nature that is within the subject matter jurisdiction of the legislative body of the local agency.

(4) The attendance of a majority of the members of a legislative body at an open and noticed meeting of another body of the local agency, or at an open and noticed meeting of a legislative body of another local agency, provided that a majority of the members do not discuss among themselves, other than as part of the scheduled meeting, business of a specific nature that is within the subject matter jurisdiction of the legislative body of the local agency.

(5) The attendance of a majority of the members of a legislative body at a purely social or ceremonial occasion, provided that a majority of the members do not discuss among themselves business of a specific nature that is within the subject matter jurisdiction of the legislative body of the local agency.

(6) The attendance of a majority of the members of a legislative body at an open and noticed meeting of a standing committee of that body, provided that the members of the legislative body who are not members of the standing committee attend only as observers.

SEC. 2. Section 54952.2 of the Government Code, as added by Section 2 of Chapter 89 of the Statutes of 2020, is repealed.

SEC. 3. Section 54952.7 of the Government Code is amended to read:

54952.7. A local agency shall provide a copy of this chapter to any person elected or appointed to serve as a member of a legislative body of the local agency.

SEC. 4. Section 54953 of the Government Code, as amended by Section 2 of Chapter 534 of the Statutes of 2023, is amended to read:

54953. (a) All meetings of the legislative body of a local agency shall be open and public, and all persons shall be permitted to attend any meeting of the legislative body of a local agency, except as otherwise provided in this chapter.

(b) (1) Notwithstanding any other provision of law, the legislative body of a local agency may use teleconferencing for the benefit of the public and the legislative body of a local agency in connection with any meeting or proceeding authorized by law. The teleconferenced meeting or proceeding shall comply with all otherwise applicable requirements of this chapter and all otherwise applicable provisions of law relating to a specific type of meeting or proceeding.

(2) Teleconferencing, as authorized by this section, may be used for all purposes in connection with any meeting within the subject matter jurisdiction of the legislative body. If the legislative body of a local agency elects to use teleconferencing, the legislative body of a local agency shall comply with all of the following:

(A) All votes taken during a teleconferenced meeting shall be by rollcall.

(B) The teleconferenced meetings shall be conducted in a manner that protects the statutory and constitutional rights of the parties or the public appearing before the legislative body of a local agency.

(C) The legislative body shall give notice of the meeting and post agendas as otherwise required by this chapter.

(D) The legislative body shall allow members of the public to access the meeting and the agenda shall provide an opportunity for members of the public to address the legislative body directly pursuant to Section 54954.3.

(3) If the legislative body of a local agency elects to use teleconferencing, it shall post agendas at all teleconference locations. Each teleconference location shall be identified in the notice and agenda of the meeting or proceeding, and each teleconference location shall be accessible to the public. During the teleconference, at least a quorum of the members of the legislative body shall participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction, except as expressly provided in this chapter.

(4) The teleconferencing requirements of this subdivision shall not apply to remote participation described in subdivision (c).

(c) (1) Nothing in this chapter shall be construed to prohibit a member of a legislative body with a disability from participating in any meeting of the legislative body by remote participation as a reasonable accommodation pursuant to any applicable law.

(2) A member of a legislative body participating in a meeting by remote participation pursuant to this subdivision shall do both of the following:

(A) The member shall participate through both audio and visual technology, except that any member with a disability, as defined in Section 12102 of Title 42 of the United States Code, may participate only through audio technology if a physical condition related to their disability results in a need to participate off camera.

(B) The member shall disclose at the meeting before any action is taken, whether any other individuals 18 years of age or older are present in the room at the remote location with the member, and the general nature of the member's relationship with any of those individuals.

(3) Remote participation under this subdivision shall be treated as in-person attendance at the physical meeting location for all purposes, including any requirement that a quorum of the legislative body participate from any particular location. The provisions of subdivision (b) and Sections 54953.8 to 54953.8.7, inclusive, shall not apply to remote participation under this subdivision.

(d) (1) No legislative body shall take action by secret ballot, whether preliminary or final.

(2) The legislative body of a local agency shall publicly report any action taken and the vote or abstention on that action of each member present for the action.

(3) (A) Prior to taking final action, the legislative body shall orally report a summary of a recommendation for a final action on the salaries, salary schedules, or compensation paid in the form of fringe benefits of either of the following during the open meeting in which the final action is to be taken:

(i) A local agency executive, as defined in subdivision (d) of Section 3511.1.

(ii) A department head or other similar administrative officer of the local agency.

(B) This paragraph shall not affect the public's right under the California Public Records Act (Division 10 (commencing with Section 7920.000) of Title 1) to inspect or copy records created or received in the process of developing the recommendation.

(e) For purposes of this section, both of the following definitions apply:

(1) "Disability" means a physical disability or a mental disability as those terms are defined in Section 12926 and used in Section 12926.1, or a disability as defined in Section 12102 of Title 42 of the United States Code.

(2) (A) "Teleconference" means a meeting of a legislative body, the members of which are in different locations, connected by electronic means, through either audio or video, or both.

(B) Notwithstanding subparagraph (A), "teleconference" does not include one or more members watching or listening to a meeting via webcasting or any other similar electronic medium that does not permit members to interactively speak, discuss, or deliberate on matters.

(3) "Remote participation" means participation in a meeting by teleconference at a location other than any physical meeting location designated in the notice of the meeting.

SEC. 5. Section 54953.4 is added to the Government Code, to read:

54953.4. (a) The Legislature finds and declares that public access, including through translation of agendas as required by this section, is necessary for an informed populace. The Legislature encourages local agencies to adopt public access requirements that exceed the requirements of this chapter by translating additional languages, employing human translators, and conducting additional outreach.

(b) (1) In addition to any other applicable requirements of this chapter, a meeting held by a eligible legislative body pursuant to this chapter shall comply with both of the following requirements:

(A) (i) (I) (ia) All open and public meetings shall include an opportunity for members of the public to attend via a two-way telephonic service or a two-way audiovisual platform, except if adequate telephonic or internet service is not operational at the meeting location. If adequate telephonic or internet service is operational at the meeting location during only a portion of the meeting, the legislative body shall include an opportunity for members of the public to attend via a two-way telephonic service or a two-way audiovisual platform during that portion of the meeting.

(ib) (Ia) On or before July 1, 2026, an eligible legislative body shall approve at a noticed public meeting in open session, not on the consent calendar, a policy regarding disruption of telephonic or internet service occurring during meetings subject to this sub-subclause. The policy shall address the procedures for recessing and reconvening a meeting in the event of disruption and the efforts that the eligible legislative body shall make to attempt to restore the service.

(Ib) If a disruption of telephonic or internet service that prevents members of the public from attending or observing the meeting via the two-way telephonic service or two-way audiovisual platform occurs during the meeting, the eligible legislative body shall recess the open session of the meeting for at least one hour and make a good faith attempt to restore the service. The eligible legislative body may meet in closed session during this period. The eligible legislative body shall not reconvene the open session of the meeting until at least one hour following the disruption, or until telephonic or internet service is restored, whichever is earlier.

(Ic) Upon reconvening the open session, if telephonic or internet service has not been restored, the eligible legislative body shall adopt a finding by rollcall vote that good faith efforts to restore the telephonic or internet service have been made in accordance with the policy adopted pursuant to sub-sub-subclause (Ia) and that the public interest in continuing the meeting outweighs the public interest in remote public access.

(II) Subclause (I) does not apply to a meeting that is held to do any of the following:

(ia) Attend a judicial or administrative proceeding to which the local agency is a party.

(ib) Inspect real or personal property provided that the topic of the meeting is limited to items directly related to the real or personal property.

(ic) Meet with elected or appointed officials of the United States or the State of California, solely to discuss a legislative or regulatory issue affecting the local agency and over which the federal or state officials have jurisdiction.

(id) Meet in or nearby a facility owned by the agency, provided that the topic of the meeting is limited to items directly related to the facility.

(ie) Meet in an emergency situation pursuant to Section 54956.5.

(ii) If an eligible legislative body elects to provide a two-way audiovisual platform, the eligible legislative body shall publicly post and provide a call-in option, and activate any automatic captioning function during the meeting if an automatic captioning function is included with the two-way audiovisual platform. If an eligible legislative body does not elect to provide a two-way audiovisual platform, the eligible legislative body shall provide a two-way telephonic service for the public to participate in the meeting, pursuant to subclause (I).

(B) (i) All open and public meetings for which attendance via a two-way telephonic service or a two-way audiovisual platform is provided in accordance with paragraph (1) shall provide the public with an opportunity to provide public comment in accordance with Section 54954.3 via the two-way telephonic or two-way audiovisual platform, and ensure the opportunity for the members of the public participating via a two-way telephonic or two-way audiovisual platform to provide public comment with the same time allotment as a person attending a meeting in person.

(2) (A) An eligible legislative body shall reasonably assist members of the public who wish to translate a public meeting into any language or wish to receive interpretation provided by another member of the public, so long as the interpretation is not disrupting to the meeting, as defined in Section 54957.95. The eligible legislative body shall publicize instructions on how to request assistance under this subdivision. Assistance may include any of the following, as determined by the eligible legislative body:

(i) Arranging space for one or more interpreters at the meeting location.

(ii) Allowing extra time during the meeting for interpretation to occur.

(iii) Ensuring participants may utilize their personal equipment or reasonably access facilities for participants to access commercially available interpretation services.

(B) This section does not require an eligible legislative body to provide interpretation of any public meeting, however, an eligible legislative body may elect to provide interpretation of any public meeting.

(C) The eligible legislative body is not responsible for the content or accuracy of any interpretation facilitated, assisted with, or provided under this subdivision. An action shall not be commenced or maintained against the eligible legislative body arising from the content or accuracy of any interpretation facilitated, assisted with, or provided under this subdivision.

(3) An eligible legislative body shall take the following actions to encourage residents, including those in underrepresented communities and non-English-speaking communities, to participate in public meetings:

(A) Have in place a system for electronically accepting and fulfilling requests for meeting agendas and documents pursuant to Section 54954.1 through email or through an integrated agenda management platform. Information about how to make a request using this system shall be accessible through a prominent direct link posted on the primary internet website home page of the eligible legislative body.

(B) (i) Create and maintain an accessible internet webpage dedicated to public meetings that includes, or provides a link to, all of the following information:

(I) A general explanation of the public meeting process for the eligible legislative body.

(II) An explanation of the procedures for a member of the public to provide in-person or remote oral public comment during a public meeting or to submit written public comment.

(III) A calendar of all public meeting dates with calendar listings that include the date, time, and location of each public meeting.

(IV) The agenda posted online pursuant to paragraph (2) of subdivision (a) of Section 54954.2.

(ii) The eligible legislative body shall include a link to the webpage required by subparagraph (A) on the home page of the eligible legislative body's internet website.

(C) (i) Make reasonable efforts, as determined by the legislative body, to invite groups that do not traditionally participate in public meetings to attend those meetings, which may include, but are not limited to, all the following:

(I) Media organizations that provide news coverage in the jurisdiction of the eligible legislative body, including media organizations that serve non-English-speaking communities.

(II) Good government, civil rights, civic engagement, neighborhood, and community group organizations, or similar organizations that are active in the jurisdiction of the eligible legislative body, including organizations active in non-English-speaking communities.

(ii) Legislative bodies shall have broad discretion in the choice of reasonable efforts they make under this subparagraph. No action shall be commenced or maintained against an eligible legislative body arising from failing to provide public meeting information to any specific group pursuant to this subparagraph.

(c) (1) (A) The agenda for each meeting of an eligible legislative body shall be translated into all applicable languages, and each translation shall be posted in accordance with Section 54954.2. Each translation shall include instructions in the applicable language describing how to join the meeting by the telephonic or internet-based service option, including any requirements for registration for public comment.

(B) The accessible internet webpage provided under subparagraph (B) of paragraph (3) of subdivision (b) shall be translated into all applicable languages, and each translation shall be accessible through a prominent direct link posted on the primary internet website home page of the eligible legislative body.

(2) A translation made using a digital translation service shall satisfy the requirements of paragraph (1).

(3) The eligible legislative body shall make available a physical location that is freely accessible to the public in reasonable proximity to the physical location in which the agenda and translations are posted as described in paragraph (1), and shall allow members of the public to post additional translations of the agenda in that location.

(4) The eligible legislative body is not responsible for the content or accuracy of any translation provided pursuant to this subdivision. No action shall be commenced or maintained against an eligible legislative body arising from the content, accuracy, posting, or removal of any translation provided by the eligible legislative body or posted by any person pursuant to this subdivision.

(5) For the purposes of this section, the agenda does not include the entire agenda packet.

(d) This section shall not be construed to affect or supersede any other applicable civil rights, nondiscrimination, or public access laws.

(e) For purposes of this section, all of the following definitions apply:

(1) (A) "Applicable languages" means languages, according to data from the most recent American Community Survey, spoken jointly by 20 percent or more of the applicable population, provided that 20 percent or more of the population that speaks that language in that city or county speaks English less than "very well."

(B) For the purposes of subparagraph (A), the applicable population shall be determined as follows:

(i) For an eligible legislative body that is a city council or county board of supervisors, the applicable population shall be the population of the city or county.

(ii) For an eligible legislative body of a special district, the applicable population shall be either of the following, at the discretion of the board of directors of the special district:

(I) The population of the county with the greatest population within the boundaries of the special district.

(II) The population of the service area of the special district, if the special district has the data to determine what languages spoken by the population within its service area meet the requirements of paragraph (A).

(C) If more than three languages meet the criteria set forth in subparagraph (A), "applicable languages" shall mean the three languages described in subparagraph (A) that are spoken by the largest percentage of the population.

(D) An eligible legislative body may elect to determine the applicable languages based upon a source other than the most recent American Community Survey if it makes a finding, based upon substantial evidence, that the other source provides equally or more reliable data for the territory over which the eligible legislative body exercises jurisdiction.

(2) "Eligible legislative body" means any of the following:

(A) A city council of a city with a population of 30,000 or more.

(B) A county board of supervisors of a county, or city and county, with a population of 30,000 or more.

(C) A city council of a city located in a county with a population of 600,000 or more.

(D) The board of directors of a special district that has an internet website and meets any of the following conditions:

(i) The boundaries of the special district include the entirety of a county with a population of 600,000 or more, and the special district has over 200 full-time equivalent employees.

(ii) The special district has over 1,000 full-time equivalent employees.

(iii) The special district has annual revenues, based on the most recent Financial Transaction Report data published by the California State Controller, that exceed four hundred million dollars ($400,000,000), adjusted annually for inflation commencing January 1, 2027, as measured by the percentage change in the California Consumer Price Index from January 1 of the prior year to January 1 of the current year, and the special district employs over 200 full-time equivalent employees.

(3) "Two-way audiovisual platform" means an online platform that provides participants with the ability to participate in a meeting via both an interactive video conference and a two-way telephonic service.

(4) "Two-way telephonic service" means a telephone service that does not require internet access and allows participants to dial a telephone number to listen and verbally participate.

(f) This section shall become operative on July 1, 2026.

(g) This section shall remain in effect only until January 1, 2030, and as of that date is repealed.

SEC. 6. Section 54953.5 of the Government Code is amended to read:

54953.5. (a) Any person attending an open and public meeting of a legislative body of a local agency shall have the right to record the proceedings in the absence of a reasonable finding by the legislative body of the local agency that the recording cannot continue without noise, illumination, or obstruction of view that constitutes, or would constitute, a persistent disruption of the proceedings.

(b) Any recording of an open and public meeting made for whatever purpose by or at the direction of the local agency shall be subject to inspection pursuant to the California Public Records Act (Division 10 (commencing with Section 7920.000) of Title 1), but, notwithstanding Section 34090, may be erased or destroyed 30 days after the recording. Any inspection of an audio or video recording shall be provided without charge on equipment made available by the local agency.

SEC. 7. Section 54953.7 of the Government Code is amended to read:

54953.7. Notwithstanding any other provision of law, legislative bodies of local agencies may impose requirements upon themselves which allow greater access to their meetings than prescribed by the minimal standards set forth in this chapter. In addition thereto, an elected legislative body of a local agency may impose those requirements on appointed legislative bodies of the local agency.

SEC. 8. Section 54953.8 is added to the Government Code, to read:

54953.8. (a) The legislative body of a local agency may use teleconferencing as authorized by subdivision (b) of Section 54953 without complying with the requirements of paragraph (3) of subdivision (b) of Section 54953 in any of the circumstances described in Sections 54953.8.1 to 54953.8.7, inclusive.

(b) A legislative body that holds a teleconference meeting pursuant to this section shall, in addition to any other applicable requirements of this chapter, comply with all of the following:

(1) The legislative body shall provide at least one of the following as a means by which the public may remotely hear and visually observe the meeting, and remotely address the legislative body:

(A) A two-way audiovisual platform.

(B) A two-way telephonic service and a live webcasting of the meeting.

(2) In each instance in which notice of the time of the teleconference meeting held pursuant to this section is otherwise given or the agenda for the meeting is otherwise posted, the legislative body shall also give notice of the means by which members of the public may access the meeting and offer public comment. The agenda shall identify and include an opportunity for all persons to attend via a call-in option or an internet-based service option.

(3) In the event of a disruption that prevents the legislative body from broadcasting the meeting to members of the public using the call-in option or internet-based service option, or in the event of a disruption within the local agency's control that prevents members of the public from offering public comments using the call-in option or internet-based service option, the legislative body shall take no further action on items appearing on the meeting agenda until public access to the meeting via the call-in option or internet-based service option is restored. Actions taken on agenda items during a disruption that prevents the legislative body from broadcasting the meeting may be challenged pursuant to Section 54960.1.

(4) The legislative body shall not require public comments to be submitted in advance of the meeting and must provide an opportunity for the public to address the legislative body and offer comment in real time.

(5) Notwithstanding Section 54953.3, an individual desiring to provide public comment through the use of an internet website, or other online platform, not under the control of the local legislative body, that requires registration to log in to a teleconference may be required to register as required by the third-party internet website or online platform to participate.

(6) (A) A legislative body that provides a timed public comment period for each agenda item shall not close the public comment period for the agenda item, or the opportunity to register, pursuant to paragraph (5), to provide public comment until that timed public comment period has elapsed.

(B) A legislative body that does not provide a timed public comment period, but takes public comment separately on each agenda item, shall allow a reasonable amount of time per agenda item to allow public members the opportunity to provide public comment, including time for members of the public to register pursuant to paragraph (5), or otherwise be recognized for the purpose of providing public comment.

(C) A legislative body that provides a timed general public comment period that does not correspond to a specific agenda item shall not close the public comment period or the opportunity to register, pursuant to paragraph (5), until the timed general public comment period has elapsed.

(7) Any member of the legislative body who participates in a teleconference meeting from a remote location pursuant to this section and the specific provision of law that the member relied upon to permit their participation by teleconferencing shall be listed in the minutes of the meeting.

(8) The legislative body shall have and implement a procedure for receiving and swiftly resolving requests for reasonable accommodation for individuals with disabilities, consistent with the federal Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12132), and resolving any doubt in favor of accessibility. In each instance in which notice of the time of the meeting is otherwise given or the agenda for the meeting is otherwise posted, the legislative body shall also give notice of the procedure for receiving and resolving requests for accommodation.

(9) The legislative body shall conduct meetings subject to this chapter consistent with applicable civil rights and nondiscrimination laws.

(c) A local agency shall identify and make available to legislative bodies a list of one or more meeting locations that may be available for use by the legislative bodies to conduct their meetings.

(d) (1) Nothing in this section shall prohibit a legislative body from providing the public with additional teleconference locations.

(2) Nothing in this section shall prohibit a legislative body from providing the public with additional physical locations in which the public may observe and address the legislative body by electronic means.

(e) A member of a legislative body who participates in a teleconference meeting from a remote location pursuant to this section shall publicly disclose at the meeting before any action is taken whether any other individuals 18 years of age or older are present in the room at the remote location with the member, and the general nature of the member’s relationship with those individuals.

(f) The teleconferencing provisions described in Section 54953 and Sections 54953.8.1 to 54953.8.7, inclusive, are cumulative. A legislative body may elect to use any teleconferencing provisions that are applicable to a meeting, regardless of whether any other teleconferencing provisions would also be applicable to that meeting.

(g) For purposes of this section, the following definitions apply:

(1) “Remote location” means a location from which a member of a legislative body participates in a meeting pursuant to paragraph (7) of subdivision (b), other than any physical meeting location designated in the notice of the meeting. Remote locations need not be accessible to the public.

(2) “Teleconference” means a meeting of a legislative body, the members of which are in different locations, connected by electronic means, through either audio or video, or both.

(3) “Two-way audiovisual platform” means an online platform that provides participants with the ability to participate in a meeting via both an interactive video conference and a two-way telephonic service. A two-way

audiovisual platform may be structured to disable the use of video for the public participants.

(4) "Two-way telephonic service" means a telephone service that does not require internet access and allows participants to dial a telephone number to listen and verbally participate.

(5) "Webcasting" means a streaming video broadcast online or on television, using streaming media technology to distribute a single content source to many simultaneous listeners and viewers.

SEC. 9. Section 54953.8.1 is added to the Government Code, to read:

54953.8.1. (a) A health authority may conduct a teleconference meeting pursuant to Section 54953.8, provided that it complies with the requirements of that section.

(b) Nothing in this section or Section 54953.8 shall be construed as discouraging health authority members from regularly meeting at a common physical site within the jurisdiction of the authority or from using teleconference locations within or near the jurisdiction of the authority.

(c) For purposes of this section, a health authority means any entity created pursuant to Sections 14018.7, 14087.31, 14087.35, 14087.36, 14087.38, and 14087.9605 of the Welfare and Institutions Code, any joint powers authority created pursuant to Article 1 (commencing with Section 6500) of Chapter 5 of Division 7 for the purpose of contracting pursuant to Section 14087.3 of the Welfare and Institutions Code, and any advisory committee to a county-sponsored health plan licensed pursuant to Chapter 2.2 (commencing with Section 1340) of Division 2 of the Health and Safety Code if the advisory committee has 12 or more members.

SEC. 10. Section 54953.8.2 is added to the Government Code, to read:

54953.8.2. (a) A legislative body of a local agency may conduct a teleconference meeting pursuant to Section 54953.8 during a proclaimed state of emergency or local emergency, provided that it complies with the requirements of that section and the teleconferencing is used in either of the following circumstances:

(1) For the purpose of determining, by majority vote, whether as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees.

(2) After a determination described in paragraph (1) is made that, as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees.

(b) If the state of emergency or local emergency remains active, in order to continue to teleconference pursuant to this section, the legislative body shall, no later than 45 days after teleconferencing for the first time pursuant to this section, and every 45 days thereafter, make the following findings by majority vote:

(1) The legislative body has reconsidered the circumstances of the state of emergency or local emergency.

(2) The state of emergency or local emergency continues to directly impact the ability of the members to meet safely in person.

(c) This section shall not be construed to require the legislative body to provide a physical location from which the public may attend or comment.

(d) Notwithstanding paragraph (1) of subdivision (b) of Section 54953.8, a legislative body conducting a teleconference meeting pursuant to this section may elect to use a two-way telephonic service without a live webcasting of the meeting.

(e) For purposes of this section, the following definitions apply:

(1) "Local emergency" means a condition of extreme peril to persons or property proclaimed by the governing body of the local agency affected, in accordance with Section 8630 of the California Emergency Services Act

(Chapter 7 (commencing with Section 8550) of Division 1 of Title 2), as defined in Section 8680.9, or a local health emergency declared pursuant to Section 101080 of the Health and Safety Code. Local emergency, as used in this section, refers only to local emergencies in the boundaries of the territory over which the local agency exercises jurisdiction.

(2) "State of emergency" means state of emergency proclaimed pursuant to Section 8625 of the California Emergency Services Act (Chapter 7 (commencing with Section 8550) of Division 1 of Title 2).

SEC. 11. Section 54953.8.3 is added to the Government Code, to read:

54953.8.3. (a) A legislative body of a local agency may conduct a teleconference meeting pursuant to Section 54953.8 if, during the teleconference meeting, at least a quorum of the members of the legislative body participates in person from a singular physical location clearly identified on the agenda, which location shall be open to the public and situated within the boundaries of the territory over which the local agency exercises jurisdiction, provided that the legislative body complies with the requirements of Section 54953.8 and all of the following additional requirements:

(1) A member of the legislative body notifies the legislative body at the earliest opportunity possible, including at the start of a regular meeting, of their need to participate remotely for just cause, including a general description of the circumstances relating to their need to appear remotely at the given meeting.

(2) The member shall participate through both audio and visual technology.

(3) (A) The provisions of this subdivision shall not serve as a means for any member of a legislative body to participate in meetings of the legislative body solely by teleconference from a remote location for just cause for more than the following number of meetings, as applicable:

(i) Two meetings per year, if the legislative body regularly meets once per month or less.

(ii) Five meetings per year, if the legislative body regularly meets twice per month.

(iii) Seven meetings per year, if the legislative body regularly meets three or more times per month.

(B) For the purpose of counting meetings attended by teleconference under this paragraph, a "meeting" shall be defined as any number of meetings of the legislative body of a local agency that begin on the same calendar day.

(b) The minutes for the meeting shall identify the specific provision in subdivision (c) that each member relied upon to participate remotely. This subdivision shall not be construed to require the member to disclose any medical diagnosis or disability, or any personal medical information that is otherwise exempt under existing law, including, but not limited to, the Confidentiality of Medical Information Act (Chapter 1 (commencing with Section 56) of Part 2.6 of Division 1 of the Civil Code).

(c) For purposes of this section, "just cause" means any of the following:

(1) Childcare or caregiving need of a child, parent, grandparent, grandchild, sibling, spouse, or domestic partner that requires them to participate remotely. "Child," "parent," "grandparent," "grandchild," and "sibling" have the same meaning as those terms do in Section 12945.2.

(2) A contagious illness that prevents a member from attending in person.

(3) A need related to a physical or mental condition that is not subject to subdivision (c) of Section 54953.

(4) Travel while on official business of the legislative body or another state or local agency.

(5) An immunocompromised child, parent, grandparent, grandchild, sibling, spouse, or domestic partner of the member that requires the member to participate remotely.

(6) A physical or family medical emergency that prevents a member from attending in person.

(7) Military service obligations that result in a member being unable to attend in person because they are serving under official written orders for active duty, drill, annual training, or any other duty required as a member of the California National Guard or a United States Military Reserve organization that requires the member to be at least 50 miles outside the boundaries of the local agency.

(d) This section shall remain in effect only until January 1, 2030, and as of that date is repealed.

SEC. 12. Section 54953.8.4 is added to the Government Code, to read:

54953.8.4. (a) An eligible neighborhood council may conduct a teleconference meeting pursuant to Section 54953.8, provided that it complies with the requirements of that section and all of the following have occurred:

(1) (A) The city council for a city described in paragraph (2) of subdivision (b) considers whether to adopt a resolution to authorize eligible neighborhood councils to use teleconferencing as described in this section at an open and regular meeting.

(B) If the city council adopts a resolution described in subparagraph (A), an eligible neighborhood council may elect to use teleconferencing pursuant to this section if a majority of the eligible neighborhood council votes to do so. The eligible neighborhood council shall notify the city council if it elects to use teleconferencing pursuant to this section and its justification for doing so.

(C) Upon receiving notification from an eligible neighborhood council described in subparagraph (B), the city council may adopt a resolution to prohibit the eligible neighborhood council from using teleconferencing pursuant to this section.

(2) After completing the requirements of subparagraph (A) of paragraph (1), an eligible neighborhood council that holds a meeting pursuant to this subdivision shall do all of the following:

(A) At least a quorum of the members of the eligible neighborhood council shall participate from locations within the boundaries of the city in which the eligible neighborhood council is established.

(B) At least once per year, at least a quorum of the members of the eligible neighborhood council shall participate in person from a singular physical location that is open to the public and within the boundaries of the eligible neighborhood council.

(3) If the meeting is during regular business hours of the offices of the city council member that represents the area that includes the eligible neighborhood council, the eligible neighborhood council shall provide a publicly accessible physical location from which the public may attend or comment, which shall be the offices of the city council member who represents the area where the eligible neighborhood council is located, unless the eligible neighborhood council identifies an alternative location.

(4) If the meeting is outside regular business hours, the eligible neighborhood council shall make reasonable efforts to accommodate any member of the public that requests an accommodation to participate in the meeting.

(b) For purposes of this section, the following definitions apply:

(1) “Accommodation” means providing a publicly accessible physical location for the member of the public to participate from, providing access to technology necessary to participate in the meeting, or identifying locations or resources available that could provide the member of the public with an opportunity to participate in the meeting.

(2) “Eligible neighborhood council” means a neighborhood council that is an advisory body with the purpose to promote more citizen participation in government and make government more responsive to local needs

that is established pursuant to the charter of a city with a population of more than 3,000,000 people that is subject to this chapter.

(c) This section shall remain in effect only until January 1, 2030, and as of that date is repealed.

SEC. 13. Section 54953.8.5 is added to the Government Code, to read:

54953.8.5. (a) An eligible community college student organization may conduct a teleconference meeting pursuant to Section 54953.8, provided that it complies with the requirements of that section and all of the following additional requirements:

(1) An eligible community college student organization may only use teleconferencing as described in Section 54953.8 after all the following have occurred:

(A) The board of trustees for a community college district considers whether to adopt a resolution to authorize eligible community college student organizations to use teleconferencing as described in this section at an open and regular meeting.

(B) If the board of trustees for a community college district adopts a resolution described in subparagraph (A), an eligible community college student organization may elect to use teleconferencing pursuant to this section if a majority of the eligible community college student organization votes to do so. The eligible community college student organization shall notify the board of trustees if it elects to use teleconferencing pursuant to this section and its justification for doing so.

(C) Upon receiving notification from an eligible community college student organization as described in subparagraph (B), the board of trustees may adopt a resolution to prohibit the eligible community college student organization from using teleconferencing pursuant to this section.

(D) (i) Except as specified in clause (ii), at least a quorum of the members of the eligible community college student organization shall participate from a singular physical location that is accessible to the public and is within the community college district in which the eligible community college student organization is established.

(ii) The requirements described in clause (i) shall not apply to the California Online Community College.

(iii) Notwithstanding the requirements of clause (i), a person may count toward the establishment of a quorum pursuant to clause (i) regardless of whether the person is participating at the in-person location of the meeting or remotely if the person meets any of the following criteria:

(I) The person is under 18 years of age.

(II) The person is incarcerated.

(III) The person is unable to disclose the location that they are participating from because of either of the following circumstances:

(ia) The person has been issued a protective court order, including, but not limited to, a domestic violence restraining order.

(ib) The person is participating in a program that has to remain confidential, including, but not limited to, an independent living program.

(IV) The person provides childcare or caregiving to a child, parent, grandparent, grandchild, sibling, spouse, or domestic partner that requires them to participate remotely. For purposes of this

subclause, “child,” “parent,” “grandparent,” “grandchild,” and “sibling” have the same meaning as those terms are defined in Section 12945.2.

(2) An eligible community college student organization that holds a meeting by teleconference as described in Section 54953.8 shall do the following, as applicable:

(A) (i) Except as specified in subparagraph (B), if the meeting is during regular business hours of the offices of the board of trustees of the community college district, the eligible community college student organization shall provide a publicly accessible physical location from which the public may attend or comment, which shall be the offices of the board of trustees of the community college district, unless the eligible community college student organization identifies an alternative location.

(ii) Except as specified in subparagraph (B), if the meeting is outside regular business hours, the eligible community college student organization shall make reasonable efforts to accommodate any member of the public that requests an accommodation to participate in the meeting. For the purposes of this subparagraph, “accommodation” means providing a publicly accessible physical location for the member of the public to participate from, providing access to technology necessary to participate in the meeting, or identifying locations or resources available that could provide the member of the public with an opportunity to participate in the meeting.

(B) The requirements described in subparagraph (A) shall not apply to the California Online Community College.

(b) For purposes of this section, “eligible community college student organization” means a student body association organized pursuant to Section 76060 of the Education Code, or any other student-run community college organization that is required to comply with the meeting requirements of this chapter, that is in any community college recognized within the California Community Colleges system and includes the Student Senate for California Community Colleges.

(c) This section shall remain in effect only until January 1, 2030, and as of that date is repealed.

SEC. 14. Section 54953.8.6 is added to the Government Code, to read:

54953.8.6. (a) An eligible subsidiary body may conduct a teleconference meeting pursuant to Section 54953.8, provided that it complies with the requirements of that section and all of the following additional requirements:

(1) The eligible subsidiary body shall designate one physical meeting location within the boundaries of the legislative body that created the eligible subsidiary body where members of the subsidiary body who are not participating remotely shall be present and members of the public may physically attend, observe, hear, and participate in the meeting. At least one staff member of the eligible subsidiary body or the legislative body that created the eligible subsidiary body shall be present at the physical meeting location during the meeting. The eligible subsidiary body shall post the agenda at the physical meeting location, but need not post the agenda at a remote location.

(2) (A) A member of the eligible subsidiary body shall visibly appear on camera during the open portion of a meeting that is publicly accessible via the internet or other online platform, except if the member has a physical or mental condition not subject to subdivision (c) of Section 54953 that results in a need to participate off camera.

(B) The visual appearance of a member of the eligible subsidiary body on camera may cease only when the appearance would be technologically infeasible, including, but not limited to, when the member experiences a lack of reliable broadband or internet connectivity that would be remedied by joining without video.

(C) If a member of the eligible subsidiary body does not appear on camera due to challenges with internet connectivity, the member shall announce the reason for their nonappearance prior to turning off their

camera.

(3) An elected official serving as a member of an eligible subsidiary body in their official capacity shall not participate in a meeting of the eligible subsidiary body by teleconferencing pursuant to this section unless the use of teleconferencing complies with the requirements of paragraph (3) of subdivision (b) of Section 54953.

(4) (A) In order to use teleconferencing pursuant to this section, the legislative body that established the eligible subsidiary body by charter, ordinance, resolution, or other formal action shall make the following findings by majority vote before the eligible subsidiary body uses teleconferencing pursuant to this section for the first time, and every six months thereafter:

(i) The legislative body has considered the circumstances of the eligible subsidiary body.

(ii) Teleconference meetings of the eligible subsidiary body would enhance public access to meetings of the eligible subsidiary body, and the public has been made aware of the type of remote participation, including audio-visual or telephonic, that will be made available at a regularly scheduled meeting and has been provided the opportunity to comment at an in-person meeting of the legislative body authorizing the subsidiary body to meet entirely remotely.

(iii) Teleconference meetings of the eligible subsidiary body would promote the attraction, retention, and diversity of eligible subsidiary body members.

(B) (i) An eligible subsidiary body authorized to use teleconferencing pursuant to this section may request to present any recommendations it develops to the legislative body that created it.

(ii) Upon receiving a request described in clause (i), the legislative body that created the subsidiary body shall hold a discussion at a regular meeting held within 60 days after the legislative body receives the request, or if the legislative body does not have another regular meeting scheduled within 60 days after the legislative body receives the request, at the next regular meeting after the request is received.

(iii) The discussion required by clause (ii) shall not be placed on a consent calendar, but may be combined with the legislative body’s subsequent consideration of the findings described in subparagraph (A) for the following 12 months.

(iv) The legislative body shall not take any action on any recommendations included in the report of a subsidiary body until the next regular meeting of the legislative body following the discussion described in clause (ii).

(C) After the legislative body makes the findings described in subparagraph (A), the eligible subsidiary body shall approve the use of teleconferencing by majority vote before using teleconference pursuant to this section.

(D) The legislative body that created the eligible subsidiary body may elect to prohibit the eligible subsidiary body from using teleconferencing pursuant to this section at any time.

(b) (1) For purposes of this section, “eligible subsidiary body” means a legislative body that meets all of the following:

(A) Is described in subdivision (b) of Section 54952.

(B) Serves exclusively in an advisory capacity.

(C) Is not authorized to take final action on legislation, regulations, contracts, licenses, permits, or any other entitlements, grants, or allocations of funds.

(D) Does not have primary subject matter jurisdiction, as defined by the charter, an ordinance, a resolution, or any formal action of the legislative body that created the subsidiary body, that focuses on elections, budgets, police oversight, privacy, removing from, or restricting access to, materials available in public libraries, or taxes or related spending proposals.

(2) An eligible subsidiary body may include members who are elected officials, members who are not elected officials, or any combination thereof.

(c) This section shall remain in effect only until January 1, 2030, and as of that date is repealed.

SEC. 15. Section 54953.8.7 is added to the Government Code, to read:

54953.8.7. (a) An eligible multijurisdictional body may conduct a teleconference meeting pursuant to Section 54953.8, provided that it complies with the requirements of that section and all of the following additional requirements:

(1) The eligible multijurisdictional body has adopted a resolution that authorizes the eligible multijurisdictional body to use teleconferencing pursuant to this section at a regular meeting in open session.

(2) At least a quorum of the members of the eligible multijurisdictional body shall participate from one or more physical locations that are open to the public and within the boundaries of the territory over which the local agency exercises jurisdiction.

(3) A member of the eligible multijurisdictional body who receives compensation for their service on the eligible multijurisdictional body shall participate from a physical location that is open to the public. For purposes of this paragraph, “compensation” does not include reimbursement for actual and necessary expenses.

(4) A member of the eligible multijurisdictional body may participate from a remote location provided that:

(A) The eligible multijurisdictional body identifies each member of the eligible multijurisdictional body who plans to participate remotely in the agenda.

(B) The member shall participate through both audio and visual technology.

(5) A member of the eligible multijurisdictional body shall not participate in a meeting remotely pursuant to this section, unless the location from which the member participates is more than 20 miles each way from any physical location of the meeting described in paragraph (2).

(6) The provisions of this section shall not serve as a means for any member of a legislative body to participate in meetings of the legislative body solely by teleconference from a remote location for more than the following number of meetings, as applicable:

(A) Two meetings per year, if the legislative body regularly meets once per month or less.

(B) Five meetings per year, if the legislative body regularly meets twice per month.

(C) Seven meetings per year, if the legislative body regularly meets three or more times per month.

(D) For the purpose of counting meetings attended by teleconference under this paragraph, a “meeting” shall be defined as any number of meetings of the legislative body of a local agency that begin on the same calendar day.

(b) For the purposes of this section, both of the following definitions apply:

(1) “Eligible multijurisdictional body” means a multijurisdictional board, commission, or advisory body of a multijurisdictional, cross-county agency, the membership of which board, commission, or advisory body is

appointed, and the board, commission, or advisory body is otherwise subject to this chapter.

(2) "Multijurisdictional" means either of the following:

(A) A legislative body that includes representatives from more than one county, city, city and county, or special district.

(B) A legislative body of a joint powers entity formed pursuant to an agreement entered into in accordance with Article 1 (commencing with Section 6500) of Chapter 5 of Division 7 of Title 1.

(c) This section shall remain in effect only until January 1, 2030, and as of that date is repealed.

SEC. 16. Section 54954.2 of the Government Code, as amended by Section 92 of Chapter 131 of the Statutes of 2023, is amended to read:

54954.2. (a) (1) At least 72 hours before a regular meeting, the legislative body of the local agency, or its designee, shall post an agenda that meets all of the following requirements:

(A) The agenda shall contain a brief general description of each item of business to be transacted or discussed at the meeting, including items to be discussed in closed session. A brief general description of an item generally need not exceed 20 words.

(B) The agenda shall specify the time and location of the regular meeting and shall be posted in a location that is freely accessible to members of the public and on the local agency's internet website, if the local agency has one.

(C) (i) If requested, the agenda shall be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12132), and the federal rules and regulations adopted in implementation thereof.

(ii) The agenda shall include information regarding how, to whom, and when a request for disability-related modification or accommodation, including auxiliary aids or services, may be made by a person with a disability who requires a modification or accommodation in order to participate in the public meeting.

(2) For a meeting occurring on and after January 1, 2019, of a legislative body of a city, county, city and county, special district, school district, or political subdivision established by the state that has an internet website, the following provisions shall apply:

(A) An online posting of an agenda shall be posted on the primary internet website home page of a city, county, city and county, special district, school district, or political subdivision established by the state that is accessible through a prominent, direct link to the current agenda. The direct link to the agenda shall not be in a contextual menu; however, a link in addition to the direct link to the agenda may be accessible through a contextual menu.

(B) An online posting of an agenda, including, but not limited to, an agenda posted in an integrated agenda management platform, shall be posted in an open format that meets all of the following requirements:

(i) Retrievable, downloadable, indexable, and electronically searchable by commonly used internet search applications.

(ii) Platform independent and machine readable.

(iii) Available to the public free of charge and without any restriction that would impede the reuse or redistribution of the agenda.

(C) A legislative body of a city, county, city and county, special district, school district, or political subdivision established by the state that has an internet website and an integrated agenda management platform shall not be required to comply with subparagraph (A) if all of the following are met:

(i) A direct link to the integrated agenda management platform shall be posted on the primary internet website home page of a city, county, city and county, special district, school district, or political subdivision established by the state. The direct link to the integrated agenda management platform shall not be in a contextual menu. When a person clicks on the direct link to the integrated agenda management platform, the direct link shall take the person directly to an internet website with the agendas of the legislative body of a city, county, city and county, special district, school district, or political subdivision established by the state.

(ii) The integrated agenda management platform may contain the prior agendas of a legislative body of a city, county, city and county, special district, school district, or political subdivision established by the state for all meetings occurring on or after January 1, 2019.

(iii) The current agenda of the legislative body of a city, county, city and county, special district, school district, or political subdivision established by the state shall be the first agenda available at the top of the integrated agenda management platform.

(iv) All agendas posted in the integrated agenda management platform shall comply with the requirements in clauses (i), (ii), and (iii) of subparagraph (B).

(D) The provisions of this paragraph shall not apply to a political subdivision of a local agency that was established by the legislative body of the city, county, city and county, special district, school district, or political subdivision established by the state.

(E) For purposes of this paragraph, both of the following definitions apply:

(1) “Integrated agenda management platform” means an internet website of a city, county, city and county, special district, school district, or political subdivision established by the state dedicated to providing the entirety of the agenda information for the legislative body of the city, county, city and county, special district, school district, or political subdivision established by the state to the public.

(2) “Legislative body” means a legislative body that meets the definition of subdivision (a) of Section 54952.

(3) No action or discussion shall be undertaken on any item not appearing on the posted agenda, except that members of a legislative body or its staff may briefly respond to statements made or questions posed by persons exercising their public testimony rights under Section 54954.3. In addition, on their own initiative or in response to questions posed by the public, a member of a legislative body or its staff may ask a question for clarification, make a brief announcement, or make a brief report on their own activities. Furthermore, a member of a legislative body, or the body itself, subject to rules or procedures of the legislative body, may provide a reference to staff or other resources for factual information, request staff to report back to the body at a subsequent meeting concerning any matter, or take action to direct staff to place a matter of business on a future agenda.

(b) Notwithstanding subdivision (a), the legislative body may take action on items of business not appearing on the posted agenda under any of the conditions stated below. Prior to discussing any item pursuant to this subdivision, the legislative body shall publicly identify the item.

(1) Upon a determination by a majority vote of the legislative body that an emergency situation exists, as defined in Section 54956.5.

(2) Upon a determination by a two-thirds vote of the members of the legislative body present at the meeting, or, if less than two-thirds of the members are present, a unanimous vote of those members present, that there is

a need to take immediate action and that the need for action came to the attention of the local agency subsequent to the agenda being posted as specified in subdivision (a).

(3) The item was posted pursuant to subdivision (a) for a prior meeting of the legislative body occurring not more than five calendar days prior to the date action is taken on the item, and at the prior meeting the item was continued to the meeting at which action is being taken.

(c) This section is necessary to implement and reasonably within the scope of paragraph (1) of subdivision (b) of Section 3 of Article I of the California Constitution.

(d) For purposes of subdivision (a), the requirement that the agenda be posted on the local agency's internet website, if the local agency has one, shall only apply to a legislative body that meets either of the following standards:

(1) A legislative body as that term is defined by subdivision (a) of Section 54952.

(2) A legislative body as that term is defined by subdivision (b) of Section 54952, if the members of the legislative body are compensated for their appearance, and if one or more of the members of the legislative body are also members of a legislative body as that term is defined by subdivision (a) of Section 54952.

SEC. 17. Section 54954.3 of the Government Code is amended to read:

54954.3. (a) (1) Every agenda for regular meetings shall provide an opportunity for members of the public to directly address the legislative body on any item of interest to the public, before or during the legislative body's consideration of the item, that is within the subject matter jurisdiction of the legislative body, provided that no action shall be taken on any item not appearing on the agenda unless the action is otherwise authorized by subdivision (b) of Section 54954.2.

(2) (A) Notwithstanding paragraph (1), the agenda need not provide an opportunity for members of the public to address the legislative body on any item that has already been considered by a committee, composed exclusively of members of the legislative body, 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.

(B) Subparagraph (A) shall not apply if any of the following conditions are met:

(i) The item has been substantially changed since the committee heard the item, as determined by the legislative body.

(ii) When considering the item, a quorum of the committee members did not participate from a singular physical location, that was clearly identified on the agenda, open to the public, and situated within the boundaries of the territory over which the local agency exercises jurisdiction.

(iii) The committee has primary subject matter jurisdiction, as defined by the charter, an ordinance, a resolution, or any formal action of the legislative body that created the subsidiary body, that focuses on elections, budgets, police oversight, privacy, removing from, or restricting access to, materials available in public libraries, or taxes or related spending proposals. This clause shall not apply to an item if the local agency has adopted a law applicable to the meeting of the committee at which the item that was considered prohibits the committee from placing a limit on the total amount of time for public comment on the item.

(3) Every notice for a special meeting shall provide an opportunity for members of the public to directly address the legislative body concerning any item that has been described in the notice for the meeting before or during consideration of that item.

(b) (1) The legislative body of a local agency may adopt reasonable regulations to ensure that the intent of subdivision (a) is carried out, including, but not limited to, regulations limiting the total amount of time allocated for public testimony on particular issues and for each individual speaker.

(2) Notwithstanding paragraph (1), when the legislative body of a local agency limits time for public comment, the legislative body of a local agency shall provide at least twice the allotted time to a member of the public who utilizes a translator to ensure that non-English speakers receive the same opportunity to directly address the legislative body of a local agency.

(3) Paragraph (2) shall not apply if the legislative body of a local agency utilizes simultaneous translation equipment in a manner that allows the legislative body of a local agency to hear the translated public testimony simultaneously.

(c) The legislative body of a local agency shall not prohibit public criticism of the policies, procedures, programs, or services of the agency, or of the acts or omissions of the legislative body. Nothing in this subdivision shall confer any privilege or protection for expression beyond that otherwise provided by law.

SEC. 18. Section 54956 of the Government Code is amended to read:

54956. (a) (1) A special meeting may be called at any time by the presiding officer of the legislative body of a local agency, or by a majority of the members of the legislative body, by delivering written notice to each member of the legislative body and to each local newspaper of general circulation and radio or television station requesting notice in writing and posting a notice on the local agency's internet website, if the local agency has one. The notice shall be delivered personally or by any other means and shall be received at least 24 hours before the time of the meeting as specified in the notice. The call and notice shall specify the time and place of the special meeting and the business to be transacted or discussed. No other business shall be considered at these meetings by the legislative body. The written notice may be dispensed with as to any member who at or prior to the time the meeting convenes files with the clerk or secretary of the legislative body a written waiver of notice. The waiver may be given by telephone or electronic mail. The written notice may also be dispensed with as to any member who is actually present at the meeting at the time it convenes.

(2) The call and notice shall be posted at least 24 hours prior to the special meeting in a location that is freely accessible to members of the public.

(b) Notwithstanding any other law, a legislative body shall not call a special meeting regarding the salaries, salary schedules, or compensation paid in the form of fringe benefits, of the legislative body or of a local agency executive, as defined in subdivision (d) of Section 3511.1. However, this subdivision does not apply to a local agency calling a special meeting to discuss the local agency's budget.

SEC. 19. Section 54956.5 of the Government Code is amended to read:

54956.5. (a) For purposes of this section, "emergency situation" means both of the following:

(1) An emergency, which shall be defined as a work stoppage, crippling activity, or other activity that severely impairs public health, safety, or both, as determined by a majority of the members of the legislative body.

(2) A dire emergency, which shall be defined as a crippling disaster, mass destruction, terrorist act, or threatened terrorist activity that poses peril so immediate and significant that requiring a legislative body to provide one-hour notice before holding an emergency meeting under this section may endanger the public health, safety, or both, as determined by a majority of the members of the legislative body.

(b) (1) Subject to paragraph (2), in the case of an emergency situation involving matters upon which prompt action is necessary due to the disruption or threatened disruption of public facilities, a legislative body may hold an emergency meeting without complying with either the 24-hour notice requirement or the 24-hour posting requirement of Section 54956 or both of the notice and posting requirements.

(2) Each local newspaper of general circulation and radio or television station that has requested notice of special meetings pursuant to Section 54956 shall be notified by the presiding officer of the legislative body, or designee thereof, one hour prior to the emergency meeting, or, in the case of a dire emergency, at or near the time that the presiding officer or designee notifies the members of the legislative body of the emergency meeting.

(A) Except as provided in subparagraph (B), the notice required by this paragraph shall be given by telephone and all telephone numbers provided in the most recent request of a newspaper or station for notification of special meetings shall be exhausted. In the event that telephone services are not functioning, the notice requirements of this paragraph shall be deemed waived, and the legislative body, or designee of the legislative body, shall notify those newspapers, radio stations, or television stations of the fact of the holding of the emergency meeting, the purpose of the meeting, and any action taken at the meeting as soon after the meeting as possible.

(B) For an emergency meeting held pursuant to this section, the presiding officer of the legislative body, or designee thereof, may send the notifications required by this paragraph by email instead of by telephone, as provided in subparagraph (A), to all local newspapers of general circulation, and radio or television stations, that have requested those notifications by email, and all email addresses provided by representatives of those newspapers or stations shall be exhausted. In the event that internet services and telephone services are not functioning, the notice requirements of this paragraph shall be deemed waived, and the legislative body, or designee of the legislative body, shall notify those newspapers, radio stations, or television stations of the fact of the holding of the emergency meeting, the purpose of the meeting, and any action taken at the meeting as soon after the meeting as possible.

(c) During a meeting held pursuant to this section, the legislative body may meet in closed session pursuant to Section 54957 if agreed to by a two-thirds vote of the members of the legislative body present, or, if less than two-thirds of the members are present, by a unanimous vote of the members present.

(d) All special meeting requirements, as prescribed in Section 54956 shall be applicable to a meeting called pursuant to this section, with the exception of the 24-hour notice requirement.

(e) The minutes of a meeting called pursuant to this section, a list of persons who the presiding officer of the legislative body, or designee of the legislative body, notified or attempted to notify, a copy of the rollcall vote, and any actions taken at the meeting shall be posted for a minimum of 10 days in a public place as soon after the meeting as possible.

SEC. 20. Section 54957.6 of the Government Code is amended to read:

54957.6. (a) Notwithstanding any other provision of law, a legislative body of a local agency may hold closed sessions with the local agency's designated representatives regarding the salaries, salary schedules, or compensation paid in the form of fringe benefits of its represented and unrepresented employees, and, for represented employees, any other matter within the statutorily provided scope of representation, subject to all of the following conditions:

(1) Prior to the closed session, the legislative body of the local agency shall hold an open and public session in which it identifies its designated representatives.

(2) The closed session shall be for the purpose of reviewing its position and instructing the local agency's designated representatives.

(3) The closed session may take place prior to and during consultations and discussions with representatives of employee organizations and unrepresented employees.

(4) Any closed session with the local agency's designated representative regarding the salaries, salary schedules, or compensation paid in the form of fringe benefits may include discussion of an agency's available

funds and funding priorities, but only insofar as these discussions relate to providing instructions to the local agency's designated representative.

(5) The closed session shall not include final action on the proposed compensation of one or more unrepresented employees.

(6) For the purposes enumerated in this section, a legislative body of a local agency may also meet with a state conciliator who has intervened in the proceedings.

(b) For the purposes of this section, the term "employee" shall include an officer or an independent contractor who functions as an officer or an employee, but shall not include any elected official, member of a legislative body, or other independent contractors.

SEC. 21. Section 54957.9 of the Government Code is amended to read:

54957.9. In the event that any meeting is willfully interrupted by a group or groups of persons so as to render the orderly conduct of the meeting unfeasible and order cannot be restored by the removal of individuals who are willfully interrupting the meeting, the members of the legislative body conducting the meeting may order the meeting room cleared and continue in session. Only matters appearing on the agenda may be considered in such a session. Representatives of the press or other news media, except those participating in the disturbance, shall be allowed to attend any session held pursuant to this section. Nothing in this section shall prohibit the legislative body from establishing a procedure for readmitting an individual or individuals not responsible for willfully disturbing the orderly conduct of the meeting.

SEC. 22. Section 54957.95 of the Government Code is amended to read:

54957.95. (a) (1) In addition to authority exercised pursuant to Sections 54954.3 and 54957.9, the presiding member of the legislative body conducting a meeting or their designee may remove, or cause the removal of, an individual for disrupting the meeting, including any teleconferenced meeting.

(2) Prior to removing an individual, the presiding member or their designee shall warn the individual that their behavior is disrupting the meeting and that their failure to cease their behavior may result in their removal. The presiding member or their designee may then remove the individual if they do not promptly cease their disruptive behavior. This paragraph does not apply to any behavior described in subparagraph (B) of paragraph (1) of subdivision (b).

(b) As used in this section:

(1) "Disrupting" means engaging in behavior during a meeting of a legislative body that actually disrupts, disturbs, impedes, or renders infeasible the orderly conduct of the meeting and includes, but is not limited to, one of the following:

(A) A failure to comply with reasonable and lawful regulations adopted by a legislative body pursuant to Section 54954.3 or any other law.

(B) Engaging in behavior that constitutes use of force or a true threat of force.

(2) "True threat of force" means a threat that has sufficient indicia of intent and seriousness, that a reasonable observer would perceive it to be an actual threat to use force by the person making the threat.

SEC. 23. Section 54957.96 is added to the Government Code, to read:

54957.96. (a) The existing authority of a legislative body or its presiding officer to remove or limit participation by persons who engage in behavior that actually disrupts, disturbs, impedes, or renders infeasible the orderly conduct of the meeting, including existing limitations upon that authority, shall apply to members of the public participating in a meeting via a two-way telephonic service or a two-way audiovisual platform.

(b) For purposes of this section, the following definitions apply:

(1) “Two-way audiovisual platform” means an online platform that provides participants with the ability to participate in a meeting via both an interactive video conference and a two-way telephonic service. A two-way audiovisual platform may be structured to disable the use of video for the public participants.

(2) “Two-way telephonic service” means a telephone service that does not require internet access and allows participants to dial a telephone number to listen and verbally participate.

SEC. 24. The Legislature finds and declares that Section 4 of this act, which amends Section 54953 of, Section 5 of this act, which adds Section 54953.4 to, Sections 8 to 15, inclusive, of this act, which add Sections 54953.8 to 54953.8.7, respectively, to, Section 19 of this act, which amends Section 54956.5 of, Section 22 of this act, which amends Section 54957.95 of, and Section 23 of this act, which adds Section 54957.96 to, the Government Code, impose a limitation on the public’s right of access to the meetings of public bodies or the writings of public officials and agencies within the meaning of Section 3 of Article I of the California Constitution. Pursuant to that constitutional provision, the Legislature makes the following findings to demonstrate the interest protected by this limitation and the need for protecting that interest:

(a) This act is necessary to provide opportunities for public participation in meetings of specified public agencies and to promote the recruitment and retention of members of those agencies.

(b) This act is necessary to ensure minimum standards for public participation and notice requirements allowing for greater public participation in meetings.

(c) This act is necessary to modernize the Ralph M. Brown Act to reflect recent technological changes that can promote greater public access to local officials.

(d) The exclusively virtual nature of the California Online Community College presents unique barriers to the requirements for an in-person quorum, a physical location for public participation, and certain accommodations. Participating students of the online community college come from all across the state and necessitating travel for these requirements would pose a significant and exclusionary barrier.

SEC. 25. The Legislature finds and declares that Sections 1 and 2 of this act, which amend and repeal Section 54952.2, respectively, of, Section 3 of this act, which amends Section 54952.7 of, Section 4 of this act, which amends Section 54953 of, Section 5 of this act, which adds Section 54953.4 to, Section 6 of this act, which amends Section 54953.5 of, Section 7 of this act, which amends Section 54953.7 of, Sections 8 to 15, inclusive, of this act, which add Sections 54953.8 to 54953.8.7, respectively, to, Section 16 of this act, which amends Section 54954.2 of, Section 17 of this act, which amends Section 54954.3 of, Section 18 of this act, which amends Section 54956 of, Section 19 of this act, which amends Section 54956.5 of, Section 20 of this act, which amends Section 54957.6 of, Section 21 of this act, which amends Section 54957.9 of, Section 22 of this act, which amends Section 54957.95 of, and Section 23 of this act, which adds Section 54957.96 to, the Government Code, further, within the meaning of paragraph (7) of subdivision (b) of Section 3 of Article I of the California Constitution, the purposes of that constitutional section as it relates to the right of public access to the meetings of local public bodies or the writings of local public officials and local agencies. Pursuant to paragraph (7) of subdivision (b) of Section 3 of Article I of the California Constitution, the Legislature makes the following findings:

(a) This act is necessary to provide opportunities for public participation in meetings of specified public agencies and to promote the recruitment and retention of members of those agencies.

(b) This act is necessary to ensure minimum standards for public participation and notice requirements allowing for greater public participation in meetings.

(c) This act is necessary to modernize the Ralph M. Brown Act to reflect recent technological changes that can promote greater public access to local officials.

Attachment A

(d) The exclusively virtual nature of the California Online Community College presents unique barriers to the requirements for an in-person quorum, a physical location for public participation, and certain accommodations. Participating students of the online community college come from all across the state and necessitating travel for these requirements would pose a significant and exclusionary barrier.

SEC. 26. The Legislature finds and declares that adequate public access to meetings is a matter of statewide concern and is not a municipal affair as that term is used in Section 5 of Article XI of the California Constitution. Therefore, this bill would apply to all cities, including charter cities.

SEC. 27. No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because the only costs that may be incurred by a local agency or school district under this act would result from a legislative mandate that is within the scope of paragraph (7) of subdivision (b) of Section 3 of Article I of the California Constitution.

Senate Bill 707 (Durazo)

Regular Board Meeting
February 26, 2026

Metro

RECOMMENDATION

CONSIDER:

A. ADOPTING, pursuant to Senate Bill 707 (SB 707), the following findings on behalf of eligible subsidiary bodies as defined by SB 707:

(i) The Board of Directors has considered the circumstances of the eligible subsidiary body.

(ii) Teleconference meetings of the eligible subsidiary body would enhance public access to meetings of the eligible subsidiary body, and the public has been made aware of the type of remote participation, including audio-visual or telephonic, that will be made available at a regularly scheduled meeting and has been provided the opportunity to comment at an in-person meeting of the legislative body authorizing the subsidiary body to meet entirely remotely.

(iii) Teleconference meetings of the eligible subsidiary body would promote the attraction, retention, and diversity of eligible subsidiary body members.

RECOMMENDATION, continued

B. AUTHORIZING eligible subsidiary bodies to meet via teleconference, by either audio-visual or telephonic means, if they choose, subject to the requirements of SB 707.

Metro

Questions?

Metro

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

Metro

Board Report

File #: 2026-0148, **File Type:** Minutes **Agenda Number:** 2.

REGULAR BOARD MEETING
FEBRUARY 26, 2026

SUBJECT: MINUTES

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held January 22, 2026.

Amy Jacobs and Steven J. Jacobs, M.D.

[redacted]

January 21, 2026

Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Re: Opposition to Adoption of Modified Alternative 5 – Sepulveda Transit Corridor Project

Dear Chair and Members of the Metro Board of Directors:

I am writing as a resident of the Santa Monica Mountains hillside community. I have lived in the area close to Beverly Glen Boulevard and Mulholland for the past 28 years. I respectfully urge the Board **not to adopt Modified Alternative 5** as the Locally Preferred Alternative (LPA) at this time. The alternative advanced by the Planning & Programming Committee on January 14, 2026, raises significant unresolved CEQA, safety, and procedural concerns that require further study before any responsible agency action can be taken.

1. Modified Alternative 5 was not disclosed or analyzed in the Draft EIR.
Modified Alternative 5 poses a new alignment along Beverly Glen Boulevard that affects our community, but neither the DEIR nor public discourse made us aware of this new alternative. CEQA requires that an agency circulate for public review any new alternative that differs substantially from those analyzed in the Draft EIR and that may cause new or more severe impacts. Modified Alternative 5 introduces materially different alignments, tunneling depths, and portal locations that were never subject to public notice, technical review, or comment. Adoption of an undisclosed alternative at the LPA stage would undermine the integrity of the CEQA process and expose Metro to avoidable legal risk. which is causing were not made aware of this alignment during the public co

2. The geotechnical and seismic analysis remains incomplete.
The Santa Monica Mountains contain complex faulting, landslide zones, and highly variable geology. The Draft EIR acknowledges data gaps and the need for additional borings and slope stability analysis. Modified Alternative 5 increases tunneling under steep, fire-prone terrain without providing the necessary geotechnical substantiation. Selecting an LPA without this information is premature and inconsistent with CEQA's requirement for informed decision-making.

3. Wildfire evacuation and emergency access impacts are inadequately addressed.
The hillside communities along the alignment—including Bel Air, Beverly Glen, and surrounding neighborhoods—depend on a limited number of evacuation routes. The Draft EIR

does not evaluate how construction closures, haul routes, or portal operations would affect evacuation times during a wildfire or seismic emergency. Modified Alternative 5 intensifies these risks by adding construction activity in constrained canyons without providing mitigation or alternatives analysis.

4. A recirculated Draft EIR is necessary before selecting an LPA.
Given the introduction of a new alternative, the incomplete technical studies, and the potential for new significant impacts, Metro should direct staff to **recirculate the Draft EIR** with a complete alternatives analysis and updated technical sections. This approach strengthens the project, improves public trust, and reduces litigation exposure.

5. A more balanced and publicly vetted alternative remains achievable.
Metro has the opportunity to advance an alternative that meets mobility goals while respecting the environmental constraints of the Santa Monica Mountains and the safety needs of hillside communities. A recirculated EIR would allow for a fair comparison of feasible alternatives, including those with lower geotechnical and evacuation risks. *Please revisit an alternative that would run along or underneath the 405 Freeway.*

I support the effort to create a public transit between the San Fernando Valley and the Westside. However, due to these reasons, I respectfully request that the Board **decline to adopt Modified Alternative 5** and instead direct staff to complete the necessary studies and recirculate the Draft EIR. This is the most responsible path forward for both the region and the communities directly affected by this project.

Thank you for your consideration and for your service to Los Angeles County.

Sincerely,

Amy Jacobs

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[redacted]

Amy Jacobs

ANNIE WISHINGRAD
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Thank you for your consideration and for your service to Los Angeles County.

Sincerely,

Beth Kase

[redacted]

Resident, Los Angeles

President
Matt Epstein

Vice Presidents
Bob Anderson
Maria Pavlou Kalban

Treasurer
John Isen

Secretary
Jay Weitzler

Richard Close, *President*
1977-2022

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January 20, 2026

Metro Board Administration
One Gateway Plaza
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Los Angeles, CA 90012
BoardClerk@metro.net

FOR Metro Board January 22, 2026 Meeting, Agenda Item 10, 2025-1062
Sepulveda Transit Corridor Project

Subject: SOHA Supports Modified Alternative 5

By unanimous vote of our Board, the Sherman Oaks Homeowners Association supports the Metro Board's recommendation of Modified Alternative 5 as the Locally Preferred Alternative for the Sepulveda Transit Corridor Project. This modified alternative uses modern driverless heavy rail technology as a subway under Van Nuys Blvd in the San Fernando Valley.

Sincerely,

[redacted]

Bob Anderson
Vice President and Chair, Transportation Committee
Sherman Oaks Homeowners Association

The Sepulveda Transit Corridor Project "Bait-and-Switch": Why Metro’s Latest Pivot is a Failure of Transit Democracy

BOB BLUE / JANUARY 15 2026

Comments

LA TRANSPO - For four years, the residents of Los Angeles have waited for Metro to deliver an honest, technical evaluation of how to fix the Sepulveda Pass. We were promised a transparent process where public input would shape the future of our city's most critical transit link.

Instead, on the eve of a major milestone, Metro staff has performed a procedural "bait-and-switch." By introducing "Modified Alternative 5"—a hybrid project that was never presented to the public for review—Metro is attempting to bypass the very environmental laws designed to protect the public's voice.

A Self-Imposed Crisis

Metro will likely argue that they must move quickly to secure funding or meet deadlines. However, the current rush is a self-imposed problem created by years of administrative delays. While the public is now being asked to accept a Modified plan without a formal review period, the history of this project shows a pattern of internal stalling and shifting goalposts.

The project was originally supposed to release its Draft EIR in late 2022, but Metro pushed that target to late 2023, citing the need for complex technical analysis of the various rail and monorail alternatives.

That deadline was missed as well; the release was pushed again to early 2025 as Metro integrated Pre-Development Agreement concepts from private partners and refined station locations. By the time the document actually reached the public in June 2025, the project was nearly three years behind its original schedule.

These internal delays continued into the selection of the Locally Preferred Alternative (LPA). What was originally intended to be a decision made in early 2025 was moved to June 2025, and finally to the Metro's Planning and Programming Committee January 14, 2026 meeting. This isn't a response to a sudden emergency; it is the result of a planning process that has lost its way due to internal mismanagement.

The Outreach Smokescreen: 15,000 Comments on the Wrong Project

Metro is currently touting its "historic" engagement levels—22 public meetings, 12,000 engaged stakeholders, and over 15,000 comments. They point to these numbers to suggest the project has been thoroughly vetted.

But there is a glaring flaw in this logic: What was the point of all that outreach if the final recommendation is an alternative the public never saw? The 8,000 comments submitted during the Summer 2025 DEIR period were based on five specific alternatives. None of those 8,000 comments were about "Modified Alternative 5." By using the public's feedback to create a new "hybrid" and then moving immediately to a vote, Metro has effectively silenced the very people they claim to have engaged. Outreach is supposed to be a dialogue, not a "feeder" for a secret design phase that bypasses final public scrutiny.

The Illusion of Choice

Public remarks from committee members, such as Ara Najarian, suggest that the deliberation that happened at MTA's Planning and Programming Committee meeting was largely performative. When leaders signal their preference for specific high-cost heavy rail configurations before the "Modified" impacts are even studied, the entire CEQA process becomes an exercise in backfilling a pre-determined conclusion. If the decision was already made behind closed doors, why did we spend millions of taxpayer dollars on a Draft EIR for alternatives that were never going to be picked?

The Legal and Moral High Ground

Under the California Environmental Quality Act (CEQA), the purpose of a DEIR is to allow the public to weigh in on environmental evaluations. You cannot weigh in on something you haven't seen. Modified Alternative 5 is a new project with a new alignment on Van Nuys Boulevard and a new phasing plan that could leave the Valley with a half-finished line for decades. These are fundamental changes to the project's scope.

Metro Can Do It Right

The solution is not to double down on a procedural error by silencing the public. It's not too late for Metro to make it right by:

- Postponing the selection of the Locally Preferred Alternative (LPA).
- Properly studying the specific environmental and technical impacts of this new "Modified" hybrid.
- Conducting genuine outreach in the communities specifically affected by the new Van Nuys alignment.
- Recirculating the DEIR to comply with the law and ensure that "meaningful public participation" is more than just a buzzword.

Los Angeles deserves a world-class transit system, but we shouldn't have to sacrifice our right to a transparent government to get it. Metro must stop moving the goalposts and start following the rules.

*(**Bob Blue** is a Los Angeles resident and an occasional CityWatch contributor. He can be reached at BobbyBlues@gmail.com)*

Link to related article references:

1) LA WEEKLY

https://www.laweekly.com/billboards-gone-wild-l-a-city-council-defiled/?utm_source=chatgpt.com

2) KCET

https://docs.google.com/document/d/1Mmw2-ENKByCPgqOGRz25_zdtyoWdh7_26ZBap3KSS-k/edit?usp=sharing

These links are included in the GOOGLE Drive link that is posted above for KCET reference

https://www.pbssocal.org/shows/socal-connected/clip/billboard-confidential-part-1

Chapter 8.
Mid-Century Transit: 1948-1971

The Federal-Aid Highway Act built the highways that California is now famous (or perhaps infamous) for, but those highways did not bring the freedom of movement they had promised for many. Cars are expensive to own, insure, and operate, and the effects of automobile pollution and the stresses of driving, felt both by drivers and non-drivers are disproportionately felt by marginalized communities, restricting their movement and thus participation in Californian daily life. Everything from pollution, time wasted that could instead be used for life, work, and play, to the psychological stress of driving: all negatively impact the quality of life of commuters. And, as the stories of the Golden State Freeway and the Santa Monica Freeway show, the land required to build freeways was often taken from existing communities, and caused immense racialized devastation to those communities, leaving scars on our urban environments that can be seen decades later. But even as late as the 1970s, the state still attempted to build new freeway projects like the SR-2 through Beverely Hills, which faced fierce opposition from local communities who witnessed the destruction caused by other freeways.

While SR-2's construction was halted, transit corridors remained overburdened through the increasing dependency on cars, and few alternative solutions were being proposed to move commuters. Continued over-investment and reliance upon freeways were choking Los Angeles. It seemed that the freeways were not the transportation solution that many had hoped for. Many of the problems associated with car-centric infrastructure weren't immediately apparent to city officials, while others were. These

problems stemmed both from car-dependency itself as well as ancillary effects on local communities.

For example, the space surrendered to cars restricted the available housing stock and contributed to inefficient and unsustainable land use in our cities, including Los Angeles. This takes the form of the land used for substantive freeway connections and interchanges, land for parking, and for lanes on city streets necessary to support the flow of traffic off-freeways. Land used for parking is essentially undeveloped and does not generate tax revenues for cities. Asphalt used in road construction is additionally unable to regulate heat during the day. Roads and parking lots contribute heavily to urban heat effects, raising the temperature of cities significantly. When large avenues or boulevards, like Wilshire, or Vermont in downtown Los Angeles are considered, this problem is more apparent, forming trenches that magnify heat trapped by skyscrapers and tall buildings. Car dependency also has had significant effects on public health. Motor vehicle accidents alone, have killed more Americans than combat fatalities from World War One, World War Two, and the Vietnam War combined. The effects of pollution, including lung diseases, and cancer further push those numbers up.

These trends, favoring the car and the motorist were only possible through considerable government subsidies, and their effect on urban environments strongly affected the progress of urban decay in the United States in the 60s onwards. Road building and networks favoring high speed for cars make cities a more unfriendly environment to pedestrians through pollution, heat, restricted freedom of movement, and the risk from collisions. These policy decisions were the result of several decades of political structures favoring the expansion of suburbs, directly and indirectly, which

had become the new centers of American life, eclipsing traditional urban centers. The short of it was that the mid-20th century was a difficult period for public and regional transit agencies in the United States.

Still, there were those who recognized that the situation facing American cities were the result of these policy decisions and were thus not uncontrollable or irreversible. Mid-century authors like Lewis Mumford, and Jane Jacobs for example, wrote extensively about the negative effect of the car on cities, and how grand-plan cities like those imagined in the 1930s and 40s did not produce the kinds of cities that their planners originally envisioned. Jacobs especially wrote extensively on the necessity to design cities that considered human scale, which the automobile was commonly incompatible with. The growing complexities of cities, as well as a growing trust in the power of statistics led to a mid-century shift in urban planning and the emergence of the urban planner. Until the 1950s and 60s, urban planning was considered a subfield of architecture and was more of an art than a science. This era included the kinds of cities envisioned by Le Corbusier and Frank Llyod Wright's Broadacre. By contrast, urban planners combined different fields of expertise, including statistics, engineering, and social science to understand the behavior and function of modern cities as a scientific discipline. This new profession advocated for revitalization of American cities, but there was wide disagreement as to whether this meant embracing or rejecting the automobile. The debate in urban planning was contested fiercely, where it became a battle of public opinion and a key issue in modern politics. It is from these policy debates that began in the mid-century in which the idea of a new transit system for Los Angeles emerged.

This professional paradigm shift began with concerned citizens who were those most immediately affected by the shift toward the automobile. Rapid post-war urbanization and the desire to rebuild and renew after the Second World War meant there was a frenzy of different activists and organizers who each had their own ideas for how to move people and goods around. We start this chapter in 1948, when the Rapid Transit Action Group, a special interest and advocacy group sponsored by the Los Angeles Chamber of Commerce published their call to action for the LA city council to affirm support for constructing a rapid transit system.

Rapid Transit Action Group of Los Angeles—Rapid Transit Now!

Cover of the Rapid Transit Action Group's 1948 Report, *Rapid Transit Now!*

The Rapid Transit Action Group was a citizen led committee, with representatives from the city, county, and state government. Chaired by businessman LeRoy M.

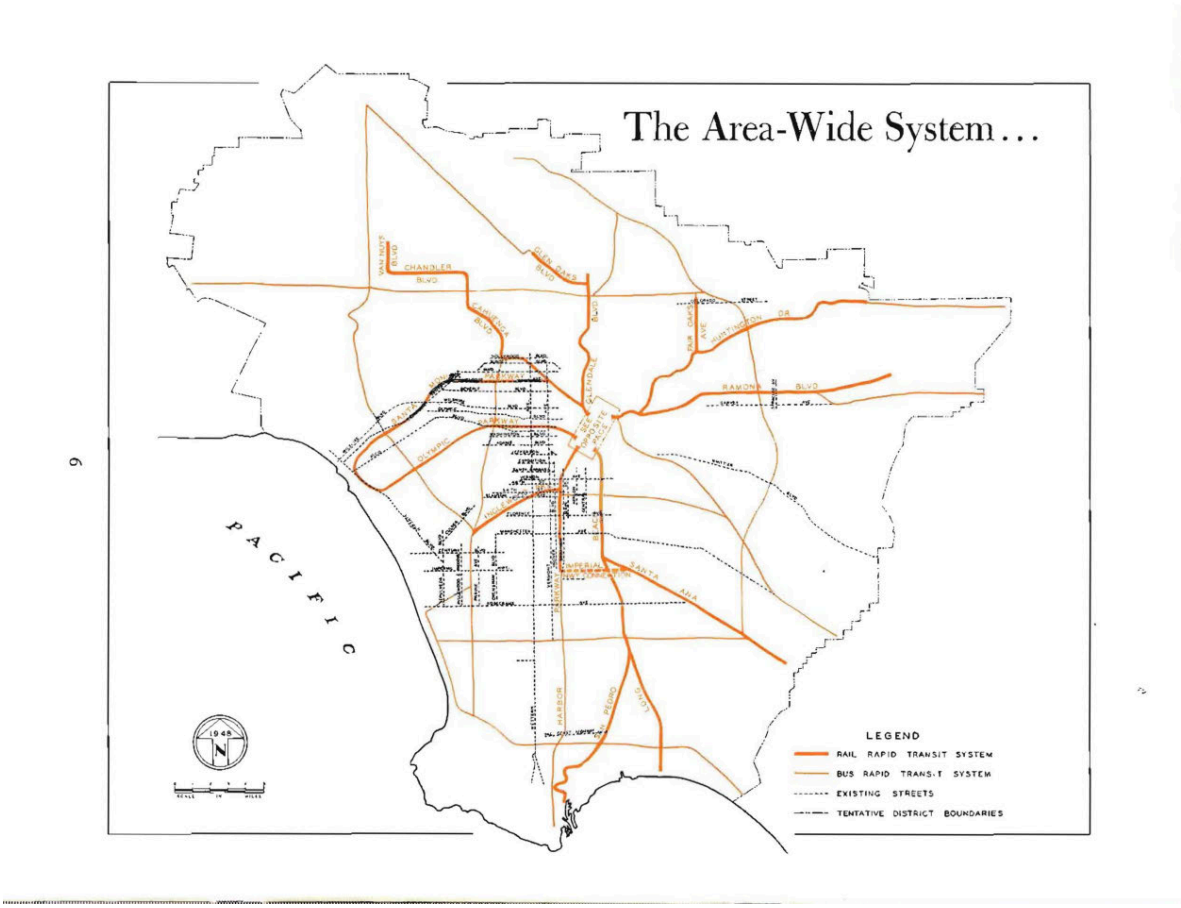
Edwards, who was an executive of the Southern California Gas Company and the president of the Los Angeles Chamber of Commerce, it was mostly led by businessmen who were concerned about traffic congestion affecting their businesses in downtown Los Angeles. The committee had the support of Governor Earl Warren, who invited them to submit their report to the state government as part of ongoing budget discussions for state freeways. In 1948 they published a call-to-action entitled *Rail Rapid Transit Now!* that urged the city of Los Angeles to consider a modern rapid transit system. Their proposal was for a transit system that would parallel the freeways, working in conjunction alongside them, and linking suburban areas to downtown. The Rapid Transit Action Group argued that the freeways under construction in Los Angeles were necessary, but that they were only a single part of the future transportation needs of the city. Their report said plainly, “Freeways are basic.” Boldly, the group also stated that the popular use of the bus as a method of mass transit was insufficient for the city’s transit needs, as they did not have the capacity required for the growing city, and that they contributed to traffic just like cars.

The Rapid Transit Action Group envisioned that such a rapid transit system would work with the existing Pacific Electric and Los Angeles Railway and help to revitalize it. Their plan was therefore one of the first to consider the freeways as part of the transportation grid, and to consider the problem of transit planning in Los Angeles as multi-modal, utilizing both rail, and bus. Representatives from the Pacific Electric and L.A. Transit lines were included in discussions with the committee and worked together to conduct a survey of the necessary transit lines of the Los Angeles area. The

committee argued that a system servicing the greater Los Angeles area would benefit pedestrians, commuters, and drivers. For drivers they stated, “Those who do not have to use automobiles will be attracted to rail rapid transit.” For pedestrians, “He has easy access to the rapid transit service.” And for commuters, “The total time of the surface and the rapid transit ride will be a great deal less than the present.” The Rapid Transit Action Group was primarily motivated by the potential efficiency and economic opportunity that their proposal could bring, but their report concluded that “rail rapid transit will make it possible for more people to live in the community. Trading areas will be expanded. Property values will be stabilized,” believing that a rapid transit system would be a net benefit to all. Unlike existing Pacific Electric lines, the model proposed by the Rapid Transit Action group would be designed to emphasize speed and frequency into and out of Los Angeles. A dedicated, exclusively passenger service would be able to achieve service speeds that surpassed the shared Pacific Electric tracks, and its equipment would be modern, capable of higher acceleration and offering better comfort to passengers.

The Rapid Transit Action Group used the expertise of the Pacific Electric in order to produce cost estimates for the proposed system in 1948. The estimated total cost given was approximately 309 million dollars, which they believed could be raised from bonds and taxes, raised by a Metropolitan Rapid Transit District, empowered to acquire land for necessary right-of-way and to hold liabilities. Operating the system annually would come to an estimated cost of nearly 52 million dollars per year. Importantly, the rail system would not utilize or take away funding from the existing freeways, or

freeways which were already under construction; “Funds must come from some source other than highway-user taxes.” The committee, in stressing this point, both reiterated that their proposed system was cooperative, not competitive, and acknowledged the car was here to stay.



The Rapid Transit Action Group’s proposed map for a Rail Rapid Transit system of Los Angeles. Many of the proposed routes bear a striking similarity to existing routes used by LA Metro.

The Rapid Transit Action Groups proposal would never come to be and is an interesting “what-if” scenario, but the reasons why the proposal failed are equally as provoking. The proposed rail network never went further than simple consideration, as the Los Angeles City Council never voted to support a resolution adopting the Rapid

Transit Action Group's plan. Their proposal nonetheless caught the attention of the public and it was notable enough that it prompted a response from a State Assembly fact-finding committee that investigated transit solutions. The same year, the Los Angeles Traffic Survey Committee published its own reports on Los Angeles traffic that was a growing problem. The reports published by these two groups, in 1949 and 1948 respectively, may very well have set the city back decades in its transportation planning and construction.

The Los Angeles Traffic Survey Committee published its report first, in 1948: *Street Traffic Management for Los Angeles: Appraisal and Recommendations Prepared for the City of Los Angeles* (1948.) The traffic committee was comprised of members from the Automobile Club of Southern California, the Automative Safety Foundation, and the LA city government. Data was collected from aerial (collected from a blimp donated by Goodyear) and street-level surveys which supervised and recorded traffic flow in Los Angeles. In its introduction, the committee makes its position clear that traffic problems in Los Angeles were due to poor traffic management in the city, in this case, the lack of adequate motorways, off-street parking, and expressways. The Traffic Survey Committee's findings embraced the development of Los Angele's freeways as the solution to its traffic and congestion problem, writing glowingly of their construction, "Less than 20 miles of freeways are in existence today, but heartening progress is being made." The emphasis of the report was on the need to develop better infrastructure for cars and trucks, and how improving driving conditions would enable smoother traffic flow through the city.

This report was heavily focused on the infrastructure required for motor vehicles, and it almost entirely ignored mass transit considerations. Needs of the pedestrian were tertiary, at best, and ignored at worst. The report makes no mention of the Pacific Electric, nor the Los Angeles Railway or Los Angeles Transit Lines. Transit is stated to be important, but there is little to no information or suggestions on how mass transit could support the city that is given. At several points throughout the report, the committee even contradicts its claims to mass transit's importance, even at times deriding it as an obstacle or hindrance. "The freeway… can move large traffic volumes smoothly and safely. Sharing no right of way with pedestrians or mass transit, with all remedial and marginal frictions eliminated, the properly designed freeway becomes the logical answer." In its final recommendations, the committee calls for a Department of Traffic Engineering and proposed a work structure that included staff entirely focused on road and street management, making no mention of any staff positions for mass transit at all. In effect, the report's over-emphasis on street and roadway management misrepresented the importance of Los Angeles's transit network and favored the movement of vehicles rather than people.

The Rapid Transit Action Group's plan did not fare any better before the State Assembly. Instead of discussing the merits of the proposal, the State Assembly discussed the possibility of an alternative plan which they arbitrarily considered a better solution for mass transit needs for Los Angeles. The state assembly specifically questioned the Rapid Transit Action group's proposed use of freeway medians and shared rights-of-way. They also nebulously questioned the nature of the plan as "a plan" rather than *"the plan."* In effect the State Assembly presented the Rapid Transit Action

Group as presumptuous. The alternative that they provided was a monorail, envisioned by businessman George D. Roberts, who had been promoting his Monorail Engineering and Construction Corporation.

Robert's proposal was not the first of its kind. There were other promoters and authors who had imagined monorails servicing a future Los Angeles as early as the 1920s. These ideas were mostly speculative and imaginative, and ranged from monorails that ran above city streets to ones that ran over the beaches along the coasts. Roberts, however, believed the monorail to be a serious transportation option not only worthy of consideration, but the *only* reasonable option. Roberts had championed the idea of a monorail patterned off the German Wupperbahn, a suspended monorail that runs in Wuppertal Germany over the Wupper river. He was able to gain enough popular support and enough allies in the State Assembly and Senate for his monorail that in 1951 Governor Earl Warren signed a bill entitled the *Metropolitan Rapid Transit District Act,* that created a new transit authority for Los Angeles, which was instructed to investigate a monorail system. While this bill created what would eventually become a public transit operator, it still left Los Angeles without a clear future public rapid transit system.

LAMTA—Los Angeles Metropolitan Transit Authority

In Los Angeles, the effect of exclusive support for the freeways on its public transit system was devastating. Planning a monorail would take time, and considerable resources, and did not provide solutions for the problems LA was already faced with. As passengers moved to cars, the electric railroads in Los Angeles lost revenue with declining ridership and ceased operations without government support. Already

deteriorating, the rail lines were ignored and abandoned. In 1940, Pacific Electric service to Gardena and Torrence ceased, and the San Pedro line altogether stopped accepting passengers that same year. The Pacific Electric discontinued these services due to low ridership and were disinterested in continuing with bus replacement services due to the low density of the areas serviced. Aside from a brief exception to carry Navy and Marine servicemen during the Second World War, the San Pedro line remained a freight-only line until 1949 when it closed permanently. The rapid closure of many of the Pacific Electric's and the Los Angeles Railway's lines led to several cities forming their own municipal services in response. Torrence and Gardena formed Torrence Transit and Gardena Municipal Bus Lines (now GTrans) on the same day, January 15th, 1940, to replace services provided by the Pacific Electric. These services continue to operate today.

The Pacific Electric ceased passenger operations altogether, including their bus services in 1953, and by 1958 the Los Angeles Railway closed. Both of the streetcar services were transferred to the new public agency created by the State Assembly, the Los Angeles Metropolitan Transit Authority. The LAMTA, Torrence Transit, and Gardena Municipal Bus Lines (along with Montebello Bus Lines, Santa Monica Municipal, and the Culver City Bus) were the earliest efforts to support regional and municipal public transport but they faced uncertain futures. They did not necessarily cooperate with one another. Several of the routes were originally created to fill existing gaps in the Pacific Electric's service, such as the Montebello Bus Lines or the Culver City Bus. The Culver City Bus existed primarily because of a dispute between Henry Huntington and the then Mayor of Culver City, Reve Houck. Others existed primarily to address the decline of the

Pacific Electric and continue to ensure a minimum of public transit in their service areas. There were no agreements on integrating routes or schedules to operate their systems cooperatively. They faced a skeptical public, a disaffected government, aging equipment, and a lack of funding. Nevertheless, the LAMTA was the first publicly operated transit service in the city of Los Angeles and was Los Angeles's first attempt to address the decline in public transit services. However, the LAMTA's primary function was still to study the feasibility of building Roberts's monorail, from Long Beach to Panorama City, via downtown Los Angeles, and not to act as the interim operating service for the remaining streetcars.

Despite this, the LAMTA's powers were gradually expanded to continue the operations of the remaining transit services in the Los Angeles area, as it became clear that such a monorail could not be built in time to replace the closing lines. However, a lack of funding and ridership gradually resulted in many of the former rail lines under the LAMTA to be closed anyway. In California (and indeed in the larger US,) railroads and streetcars were not thought of as something that municipal governments should run—it was not seen as a governmental responsibility and so funding them was not a priority. The LAMTA was forced to utilize legacy equipment, including older PCC cars that had been in service with the Los Angeles Railway and the Pacific Electric. The continued use of aging equipment contributed to the perception of the railroads as obsolete, further exacerbating the decline in ridership. The last remaining line, the LAMTA V line, a former Los Angeles Railway line running from Los Angeles City College to Pacific Crossing, was closed in 1963. This line would have crossed what are now the Metro's

modern B/D lines at Vermont and Beverly, and Vermont and Wilshire, as well as the E line at Vermont and Exposition, and the A Line at Vernon and Long Beach.

The LAMTA's goal, however, was much more complex than simply continuing to operate existing lines, or to plan for new ones. Nor was it simply building a new network, like the proposed monorail. Instead, the LAMTA's main goal was much harder, and much more abstract: the LAMTA had to win back public trust in mass transit.

How to do this was not at all clear. Historic suspicion of the railroads ran deep in the Los Angeles area. Actions taken in bad faith by Henry Huntington, and his heavy-handed approach towards establishing a monopoly made many city governments distrustful of public transit. The unreliability of the Pacific Electric near its end also made riders distrustful of its services and pushed government officials towards indifference for its passing. Moreover, the LAMTA, like every other transit agency in the United States, faced the public's infatuation with the car and personal transport. Driving had become an assumed right, and a strong pillar of American identity. Public transit would only be accepted if it did not interfere or infringe upon that right. Many began to question why Californians even needed public transport. Torrence for instance almost voted to disband their bus network in 1959, but a veto from the mayor, Albert Isen, prevented its dissolution.

Later, Urban decay contributed to hostilities toward transit when cities came to be seen as dangerous, or even desolate places. With political power in the mid-century tending to favor the growing middle class in suburban areas, transit planning continued to gravitate towards the freeways which linked the suburbs to workplaces in the city, and which were accessible to wealthier suburbanites who owned cars, but not to urban

residents who did not. LAMTA needed to convince working professionals of the convenience of mass transit, of its safety, and of its advantages over private cars. In Los Angeles this was no easy task. Los Angeles was the first major American city to have its major development after the introduction of the automobile. LA is, for better or for worse, a city that has been shaped by the car and has grown a distinctive car culture because of it. It would be hard for even the best public relations manager to convince commuters in LA to get on the bus when Californians loved their cars.

This was one of the reasons why the LAMTA was tasked with investigating the construction of a monorail specifically, a technology that was seen as futuristic, if not wholly realistic. The expectation was that any new mass transit system for Los Angeles would need to be exceptional, even extravagant. As an LAMTA transit report itself said, “It must be fast, comfortable, convenient, reliable, and safe, and to such a degree as to furnish service competitive with the private automobile.” Problems, however, rapidly became evident with the monorail. The first of these was a potentially unethical relationship between the LAMTA and George Roberts, who had become exceptionally and unprofessionally close to the agency. A controversy emerged when the Metropolitan Coach Lines and the Los Angeles Transit Lines buses had shown that George Roberts was selling potentially overvalued stocks, taking advantage of his relationship with LAMTA executives as the assumed contractor for the Los Angeles monorail, effectively engaging in insider trading. The bus services exposed this relationship and impropriety in response to the LAMTA seeking tax exempt status for the monorail, concerned that a tax-exempt monorail would effectively put them out of

business as private operators. Ironically, the LAMTA would later merge the two bus services together and take control of their networks, becoming the municipal operator.

Despite this, the LAMTA continued to investigate the monorail, seeking other corporate partners. Famous Los Angeles architect Victor Gruen and his company Victor Gruen and associates were part of community planning for the intended routes. The LAMTA sought the services of Kaiser Steel which provided consulting and analysis, as well as Alweg, the Swedish-German monorail company that also built the Disneyland monorail. Alweg's chief designer and engineer, Axel Lennart Wenner-Gren presented his monorail to the Los Angeles Board of Supervisors in 1954, where he told them, "I drove around your city and I saw that you are in great need of swift and safe passenger transportation." His monorail became the most famous in the world after its opening at Disneyland, partially because of the aerospace-inspired, futuristic styling designed by Disney artist Bob Gurr. Science Fiction author Ray Bradburry wrote in support of the monorail, and it was popular with county officials such as Frank Bonneili. Disney invited LAMTA and Los Angeles city officials to his Anaheim Park to view the monorail, which had been nearly completed, giving Alweg a significant advantage in their bid. At the same time, defense contractors and aerospace manufacturers Lockheed and Northrop, both from the Los Angeles area, began prototyping monorail designs for the Seattle Century 21 Exposition which were submitted as potential designs for the Los Angeles monorail. Problems with their designs would eventually lead to Alweg winning the contract for Expo 21. All three contractors would scale up their systems to make them more suitable for mass transit requirements and to fulfill the LAMTA's needs.

The second problem the MTA faced, however, was its governmental authority. There was a continuing problem where the MTA would find itself legally unable to enact the policies to carry out its work and objectives and would find itself needing to return to the state assembly in order to petition for new powers. This included acquiring the right of way to build monorail lines, and the ability to raise funds through taxes. These expansions of its authority were often piece-meal and given to only fulfill immediate requirements rather than future ones. As one example, in 1957 the LAMTA's powers were expanded to give them greater operational capability over the new lines they had acquired since 1951. It also expanded its transportation study of Los Angeles to include any and all methods of transportation that would service the Los Angeles area. While this gave the LAMTA more flexibility, it did not empower them to begin new construction. This was the only major expansion of the LAMTA's powers in its lifetime—it replaced the text of the 1951 Metropolitan Rapid Transit District Act. The ability to explore other options, ironically, also introduced new issues. LAMTA quickly pivoted away from the monorail proposal as it became increasingly apparent that no such system would be practicable for the Los Angeles area and instead began studying more traditional and ready-to-build transport systems, including rail lines and bus lines. The initial proposal favored by the LAMTA was a rubber-tired subway train that would also run on elevated sections outside the Los Angeles city limits to the suburbs. Like the Alweg monorail, these trains would use rubber tires and would therefore be better adapted to deal with slopes and gradients but would function as trains with tracks and their own right-of-way, controls, and signaling. Rubber tire trains also had the advantage of being a proven technology. Several other subway and metro systems used similar trains, including the

Paris Metro, the Mexico City Metro, and the Montreal Metro, with contractors who had more experience and a record of delivering large transit systems.

LAMTA's decision to step away from the monorail was a complex one. There is a myth surrounding the LAMTA's decision to abandon the monorail, often shrouded in the same narrative that surrounds the decline of the Pacific Electric. The allegation is that the LAMTA deliberately sabotaged their own efforts to construct a monorail in order to appease the oil and gas industry in California, and General Motors. This is commonly evidenced by the fact that LAMTA had significant contracts with GM for their coaches and buses, and that several of the executive members of the LAMTA's governing board had financial or personal ties with the company. While these facts are true, they themself don't show enough to support the claims that the LAMTA deliberately sabotaged itself. They also ignore the fact that many of the parties accused in such conspiracies including GM and less often, Michelin, were also involved in public transport. GM owned EMD which built passenger locomotives, and Michelin was a contractor who built rubber-tired metros.

So why did the LAMTA abandon the monorail? LAMTA's frequent opaqueness makes speculation of the exact reasons difficult, but reading through the numerous consulting reports given to the LAMTA provides a few explanations. The first was that there was extensive disagreement as to what exactly building a rapid transit system would cost, and price estimates given for monorail systems had large price variations that would give good reason to leadership to be cautious of agreeing to such proposals. Cost was already such a significant problem that the LAMTA had had to scale back its proposed construction twice. The original two routes from the San Fernando Valley at

Reseda to Long Beach and from Covina to Santa Monica were reduced to just one route, a much shorter line from El Monte to Century City that would be known as the “Backbone Route.” It was hoped that the revenue from this route would be able to cover the cost of future construction, as models showed that this would be the busiest transit corridor. Later, the Backbone Route proposal itself was cut in half, covering only the portion from downtown Los Angeles to Century City.

Another significant problem was that monorails were an unproven and uncertain technology, which was reflected in the price ambiguity. No large-scale monorail for urban mass transit had ever been built anywhere else in the world before. The only comparison that fulfilled a role similar to the one the LAMTA was exploring was the Wuppertal Monorail, which was built in exceptionally unique circumstances, and which was unlike any of the monorail proposals that they had been presented with. When Kaiser Steel submitted their report to the LAMTA, the document indicates that the LAMTA was already aware of this problem. The reported stated that its two goals as given by the LAMTA were to find “[The] lowest possible first cost” and to find a system with “Proven reliability and safety without embarking on an extensive and costly research and development program.” As the LAMTA spent more time researching the transportation options available to them, it seems that its leadership began to become concerned about the feasibility of the monorail technology, which explains first its shift to rubber tired trains, and then later, a traditional subway on steel rails and steel wheels.

A third reason why the LAMTA’s decision to pull back from the monorail proposal can be found in the behavior of the contractors themselves. For lack of a better term, as the LAMTA began to explore other options, the major contractors began to present

increasingly desperate bids to the city, with increasingly lower prices, but also increasingly shorter operating segments. Alweg, Northrop, and Lockheed all had invested significant time and resources into their monorail designs, and LAMTA's work in investigating other options made the bidding market much more competitive. In the case of Alweg, the fate of Dr. Wenner-Gren's company, which only built monorails, was on the line. In 1963, Wenner-Gren made a proposal to build the shortest operating segment, from Downtown to Century City for a cost of nearly 147 million dollars, nearly a fifth of the cost estimates given either for a subway or a rubber-tired metro. George Roberts, who had been earlier driven out of consideration by the scandal involving his stock sales, attempted to save his company by selling a monorail proposal in San Francisco. His proposal in San Francisco, similarly to the ones made by the remaining contractors in Los Angeles were exceptionally grand, promising to deliver exceptional results and making sweeping claims about how monorails were the only viable option. With the action of the bidding contractors in mind, LAMTA's leadership may have seen the monorail as a poor investment, because the trustworthiness of the contractors came under increasing scrutiny. If the LAMTA had agreed to these contracts, they potentially could have had to deal with increasing costs as the complexity of the monorail would only become apparent during construction. Externalities associated with building a rubber-tired metro, or a subway would be easier to predict, and better able to be accounted for in any planning budget in a way that the unproven monorails simply couldn't without extensive testing the LAMTA was looking to avoid.

Whatever justifications the LAMTA used for axing the monorail, they weren't apparent to the public. By now, the LAMTA had spent more than a decade on planning

and research, with no new systems built. The public was increasingly frustrated with the lack of progress, and the decision to switch to an entirely different method of transportation after so much time had been spent investigating the monorail had cast doubt on its organizational capabilities. Even though the decision to switch to a subway was likely entirely because it would be easier to construct, and offer more reliable service, the higher price tag enraged the general public. So much money already had been spent, and with nothing but a hand-me-down bus fleet to show for it. This was perhaps the biggest challenge that the LAMTA faced, and it was one that was largely self-imposed. Opacity at the LAMTA, and the fact that its leadership was appointed by the Governor made them seem unaccountable and disinterested in the needs of the people of Los Angeles. Moving away from the monorail proposal and to a separate method of transport did not help this perception. Little explanation was given, and there was no transparency behind the decisions made by its governing board. These two facts in conjunction soured opinion on both the LAMTA and public transit in Los Angeles.

This opacity is likely part of where the myth surrounding the end of the monorail project emerges from, and is what ultimately contributed to the end of the LAMTA itself. By now, several city officials were so frustrated with the LAMTA that they had actually been attempting to work around it in an effort to get some kind of rapid transit available to the city in a meaningful timespan.

The LAMTA was ultimately forced to play with the hand it was dealt. Without the ability to build new routes, or restore parts of the Pacific Electric, it was forced to rely on its buses, something which the Rapid Transit Action group argued was insufficient.

Seemingly aware of its own limitations, or perhaps of the need for quick solutions, many of the LAMTA's initial studies outside of the monorail proposal were focused on the possibilities of utilizing buses to meet the transportation needs of Los Angeles. These studies analyzed the assumption that the LAMTA would be able to fulfill its responsibility as the main carrier for Los Angeles by taking advantage of the already existing freeway and road network. These freeways were paid for by the state and federal government, and buses were cheap, and readily available from manufacturers like GM. Inheriting the fleet of buses from Los Angeles Transit Lines and from Metropolitan Coach Lines also meant that the LAMTA had vehicles to experiment with. They also provided solutions that could be implemented very quickly and without significant investment, providing immediate results, giving the LAMTA desperately needed good publicity. Significantly for LAMTA, buses and coaches could provide transit service without having to compromise or infringe on the driving rights of private drivers. In many places, the LAMTA found that rapid bus transit could be feasibly achieved. Similar studies being conducted in San Francisco mirrored the efforts of the LAMTA and also seemed to yield positive data, lending credibility to the idea.

But in the majority of the LA area, the LAMTA ran into the same problem that all other transit providers in LA faced, and the same problem which the city has faced since its founding—Los Angeles covers a wide area, and in many places is sparsely populated. When few alternatives existed, this fact benefited the Los Angeles Railway and the Pacific Electric, which themselves ironically contributed to this spread. Density outside the downtown area, however, drops quickly out towards the city's periphery. To service as many people as possible, lines would need to stop frequently and only pick

up a few passengers at a time. This fact itself dissuades ridership as it would make such services more inconvenient than a personal car.

Therefore, the LAMTA reasoned that it would be easier to have buses use the existing freeway network to reach downtown Los Angeles, as this would be a more efficient and attractive system for riders. In this setup, these buses would have few stops and only go to major destinations. If the buses were running along the freeway, and assuming that the buses could have their own dedicated lanes, or even better, their own dedicated right-of-way, they could theoretically achieve the speeds required for rapid transit. The idea was not without precedent. Cities on the east coast had already begun to create exclusive right-of-way for buses, either through converting lanes to bus only lanes or giving them their own roads. Providence's East Side Trolley tunnel, a former trolley tunnel, was converted to allow buses to pass under College Hill and gave rapid transit access between the city's business district near Thayer Street and its East Side. The East Side Trolley Tunnel, and the concept created by the LAMTA would now be considered examples of bus rapid transit, or BRT, a system of mass transit that has become quite popular due to its ease of construction and relative flexibility. For a time, it seemed like bus rapid transit systems would be the solution for mass transit in American Cities, including Los Angeles. Buses that ran along freeways could achieve speeds that would rival those of heavy rail systems, and with enough vehicles could also fulfill the ridership demands. LA Metro itself utilizes BRT systems today, including along the Metro G and J lines.

However, outside of these corridors, they would be limited to restricted speeds on city streets and encounter the same problem that earlier Pacific Electric and Los

Angeles Railway lines faced. The LAMTA believed that these problems would likely prevent buses on their own from competing with the convenience of the car, as travelling on the freeways would prevent the buses from reaching the places people wanted to go, and where people lived, but leaving them would negatively impact their speed and frequency. Alternatively, even in areas where the population density was high, buses could not reliably achieve the speeds needed for rapid transit because of already existing traffic, unless their own right-of-way was constructed—lane conversion alone would be insufficient. This was the case for proposed buses traveling over the 101, or the 405 through the Cahuenga or the Sepulveda passes, where congestion on the freeway would limit the effectiveness of rapid bus transit.

LAMTA's comprehensive study from 1955 into bus rapid transit determined that using freeway buses was not an effective means of getting commuters into Los Angeles. Sacrificing ridership for speed would not solve any of the existing transport problems, and sacrificing speed for coverage would defeat the goal of providing an attractive alternative to private cars. The study and the problems above are examples of a fundamental problem that any transit system or supply chain will face. What LAMTA was dealing with is a variation of the "last mile" problem. This is the problem which describes the difficulty in getting people to and from transportation hubs to their final destination. Because Los Angeles is so widespread, it requires many different transit hubs that provide linkage to downtown. The study of the best way to link these hubs is what determines what makes or breaks any successful transit service, including the LAMTA. There is no one-size-fits-all approach to solving the last mile problem--What solution works for one region might not work for another. As simply put as possible

however, if transport networks are too far away from riders, too difficult to get to or to use, or take too long to get to their final destination, they will be discouraged from riding them. It seemed that the wisdom of the Rapid Transit Action Group rang true--Los Angeles would need more than a single method of moving riders around.

The LAMTA's goals were ambitious but had very little chance of success with the limited resources they had available. Without additional support the LAMTA was little more than a stopgap to stave the bleeding of Los Angeles's public transit network. Despite this, it would be unfair to say that LAMTA did not leave an impact or did not create a path for future development. While the LAMTA had little power to construct new lines, it did produce a series of successive reports that identified the challenges that any transit planners in the Los Angeles area would need to address both in their time, and in ours. The LAMTA produced technical documents and studies that became the basis for future routes, and which projected the transportation needs of Los Angeles in the future. Importantly, LAMTA, as well as its successor agencies, produced a pool of technical expertise which could be drawn upon for future projects.

Federal Interventions

This same sentiment was not, however, limited to California. Many Americans by the mid-century saw American railroads as obsolete, or even dangerous. Trains were not something that were seen prestigious (with limited exceptions, such as the Santa Fe Super Chief, or the San Diegan.) Most passenger railroads in the US had not purchased new equipment in over twenty years and were running on legacy track and equipment. The fastest trains in the US, pulled by EMD E-series locomotives built over thirty years ago by the 1960s could reach speeds of 90 mph, while countries such as Japan, now

built trains like the Shinkansen, which were capable of speeds of up to 160 mph. Recognizing the need for change at the national level, President Lyndon Johnson authorized the creation of the Urban Mass Transportation Administration, the predecessor to the modern Federal Transit Administration through the Urban Mass transportation Act of 1964. Johnson intended the UMTA as part of his Great Society programs to combat poverty in the US and to revitalize its urban areas. The UMTA issued grants and funding for a federal transit program which would support regional transit projects throughout the United States. One of the first grants was a $13.1 million grant for the Bay Area Rapid Transit (BART) Orange line.

The same year, in order to address failings of the public transportation network in Southern California, the California state Senate passed the SCRTD “Transit District” Law establishing the Southern California Rapid Transit District. The Southern California Rapid Transit District, the SCRTD, or the RTD as it came to be known, was created to provide public transportation to the greater Los Angeles area, including the areas of San Bernardino, Orange, and Riverside counties. The SCRTD was sponsored by California State Senator Thomas M. Rees from Beverly Hills. The bill intended to correct problems with the preceding Los Angeles Metropolitan Transit Authority. Although the LAMTA had been given powers never before granted in the history of the state to form transit plans, and to purchase private lines through bonds, it could not raise any taxes, nor could it achieve its objectives without continued state and federal support. Additionally, the board governing the LAMTA did not have the authority to exercise eminent domain which prohibited construction except in existing right-of-way. While it successfully consolidated all of the private services in Los Angeles under one umbrella service, it did

not have the resources to build a rapid transit system, including the originally proposed monorail from Long Beach to the San Fernando Valley.

A New Regional Network: The Southern California Rapid Transit District.

The SCRTD on the other hand, was more empowered than LAMTA. The SCRTD could raise revenue through taxes, and it could issue bonds. It also had more power to regulate private lines and services in the greater Los Angeles area.

Conclusion

The SCRTD and the LACMTA were intended to fix the problems that existed with the LAMTA. Whereas the LAMTA's leadership was non-permanent, consisting of non-experts in transportation engineering or planning, and appointed by the governor, the SCRTD and LACMTA better represented the regional needs of Southern California and Los Angeles. The LAMTA's leaders were mostly non-engineers. They navigated an incredibly difficult job with minimal staff and resources. Their reliance on outside consultants and engineering was expensive and prevented integrated planning with county and city officials. It was however, in retrospective, given the LAMTA's leadership and their lack of familiarity with the problems they faced. Despite this, they managed to provide important first steps for transport in Los Angeles. The records and documents produced by the LAMTA would become invaluable resources for the SCRTD and the LACMTA. Right-of-way surveys became the basis for routes that were proposed by the SCRTD and LACMTA, and the LAMTA's bus system formed what would become the first express busway in California: the El-Monte Expressway. Their model of express buses, their Freeway Flyer service, formed the basis for many of Metro's express buses, and buses like Foothill Transit's Silver Streak.

They also significantly identified what would NOT work for the city of Los Angeles. While the LAMTA has been described as inefficient, and even corrupt, not enough consideration has been given to the poor administrative structure and resources which was allotted to them. The LAMTA passed on speculative, and likely unworkable monorail proposals that would have set LA's transportation needs back by decades or even more. These moves were actually in service to the public interest, not examples of corruption, but despite this, the LAMTA learned quite harshly that perception matters greatly.

As the SCRTD and LACMTA took the lead on Los Angeles transport, the future seemed brighter. The SCRTD put stronger emphasis on its public image and its ease of ridership, taking advantage of television, newspapers, and mass communication to create a friendly service than the LAMTA. The LACMTA meanwhile would anchor the transit interests of Los Angeles and be a service immediately accountable to the citizens of Los Angeles in a way that the LAMTA wasn't. Together they should have been a panacea to LA's seemingly intractable traffic woes. As the 70s and 80s progressed, however, these two agencies would enter into a bitterly contested rivalry that also affected other transit services in the LA area. Nowhere was this more apparent than the construction of Los Angeles's first return to rail mass transit in nearly four decades: The Red and Blue Lines.

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January 21, 2026

RE: Support for Modified Alt 5 recommendation for Sepulveda Transit Corridor

Dear LA Metro Board:

I'm writing on behalf of LA Forward Institute to express our strong support for the Sepulveda Transit Corridor (STC) Project and to urge Metro to **support the Metro staff recommendation of Modified Alternative 5**. This alternative prioritizes heavy rail as the most effective solution to the region's long-standing transportation challenges, and recognizes the importance of a direct, on-campus station at UCLA and a seamless connection to the D Line in Westwood Village.

The STC presents a once-in-a-generation opportunity to deliver high-capacity, efficient, and equitable transit between the San Fernando Valley and the Westside; two regions historically underserved by reliable public transportation.

Modified Alternative 5, in particular, is stronger than monorail options proposed by Alternatives 1 and 3. Those options will deliver slower travel (more than twice as long, at 24 minutes), daily ridership of under 62,000, and uncertain long-term operational costs. A heavy rail-based approach like Modified Alternative 5 also aligns with public sentiment— during Metro's outreach, 93% of comments favored tunnel-based rail solutions over monorail proposals, reflecting a strong community preference for minimizing disruption and maximizing reliability.

Moreover, Modified Alternative 5 provides a direct on-campus UCLA station, which we view as essential. With an estimated 18,000 average weekday boardings, it is projected to become the busiest non-transfer stop on the Metro system. The station would serve tens of thousands of students, faculty, staff, patients, and visitors, establishing UCLA as a key transit anchor for the region.

Lastly, Modified Alternative 5 offers a seamless connection to the D Line in Westwood. Such a connection, if built, would be the busiest stop on the Metro system, connecting over 33,000 daily commuters from the San Fernando Valley to Century City, Koreatown, and Downtown LA. Modified Alternative 5 paves the way for broader regional accessibility via connections to key destinations and transit lines.

Ultimately, this project has the potential to reshape how Angelenos move across the city, offering a transformative shift toward a more sustainable, connected, and equitable Los Angeles. In providing fast, reliable, and high-capacity service between historically underserved regions like the San Fernando Valley and the Westside, the STC can dramatically reduce car dependency, cut greenhouse gas emissions, and alleviate traffic congestion along one of the most gridlocked corridors in the country. The project also presents an opportunity to expand access to jobs, education, and healthcare.

Metro must select an alternative that centers proven technology, long-term sustainability, and rider-first planning—prioritizing ease of access, seamless connectivity, and the long-term public benefit over short-term cost-cutting or experimental systems. The right investment today will shape a more livable and resilient Los Angeles for decades to come.

We strongly urge you to approve Modified Alternative 5.

Sincerely,

[redacted]

David Levitus, Ph.D.
Executive Director
LA Forward Institute

CC:
Honorable Janice Hahn, Los Angeles County Supervisor, 4th District
Honorable Karen Bass, Mayor, City of Los Angeles
Honorable Fernando Dutra, Councilmember, Whittier City Council
Honorable Lindsey Horvath, Los Angeles County Supervisor, 3rd District
Honorable Kathryn Barger, Los Angeles County Supervisor, 5th District
Honorable Hilda Solis, Los Angeles County Supervisor, 1st District
Honorable Holly Mitchell, Los Angeles County Supervisor, 2nd District
Honorable Katy Yaroslavsky, Councilwoman, Los Angeles City Council, 5th District
Honorable Imelda Padilla, Councilwoman, Los Angeles City Council, 6th District
Honorable Ara J. Najarian, Councilmember, Glendale City Council
Honorable James Butts, Mayor, City of Inglewood
Honorable Tim Sandoval, Mayor, City of Pomona
Jacquelyn Dupont-Walker, Appointee of the Mayor of the City of Los Angeles
Gloria Roberts, Director, Caltrans District 7
Stephanie Wiggins, Metro, Chief Executive Officer

WHPOA
WESTWOOD HILLS PROPERTY OWNERS ASSOCIATION
INCORPORATED 1958

January 20, 2026

Subject: Sepulveda Transit Corridor Project:
Modified Alternative 5 with UCLA Gateway Plaza Station

Dear LA Metro Board of Directors,

Westwood Hills is a neighborhood adjacent to the UCLA campus and North Village. On behalf of the Westwood Hills Property Owners Association (WHPOA), I am writing to express our strong support for the Sepulveda Transit Corridor Project (STCP) Modified Alternative 5 with a UCLA campus subway station at Gateway Plaza. Gateway Plaza is the best campus station location.

We are concerned about a potential last-minute change for the on-campus UCLA station. UCLA Gateway Plaza, as described in the Draft Environmental Impact Report (DEIR), is the best location for this station as it is near the center of campus providing the greatest utility and highest ridership for the line. This location has easiest access to more portions of the University including the Medical Center and related clinics, science and engineering buildings, athletic facilities, other teaching and research facilities, dormitories and other portions of the campus to the north and east. Gateway Plaza truly is the best location for the STCP UCLA Campus station because it is a primary transit stop and designated transit hub. The BruinBus provides important connections around the campus and Medical Center for passengers disembarking at the station. Gateway Plaza also provides connections to the Santa Monica Big Blue Bus, the Culver City Bus, and Long Beach Transit Route 405. The sidewalks in this area have been improved and meet ADA standards for width, slope, firmness, stability and passing space. Other first mile-last mile mobility options, like rental bikes and scooters, are also available here.

UCLA's Gateway Plaza was the only campus location named, discussed or studied since 2021 (L.A. Metro Sepulveda Transit corridor Project "UCLA/Westwood Fact sheet "August 2021). Metro's STCP community meetings always listed UCLA's Gateway Plaza as the campus underground station and portal location. UCLA's late date request for a different location for a campus station has limited community comments on this alternative location and the impact it would have on other communities.

There are a myriad of safety concerns, topography logistics, student housing and night construction, ambulance route to Reagan Medical Center - Emergency Entrance, and construction disruptions, among other issues that were not studied or evaluated for the alternative campus station of Gayley and Strathmore, which UCLA's leadership is now suggesting.

UCLA leadership in their STCP DEIR August 30, 2025 comments, for the first time expresses concern about construction disruption and is rethinking the station location. Since the Planning and Feasibility phase of the STCP which began in 2017, Metro had been working with UCLA to identify a location for the station on its campus. UCLA lobbied for a direct single seat ride to campus and how it would enhance access to the hospital,

Pauley Pavilion, student and faculty access, Royce Hall and all the campus buildings. Now UCLA leadership is reconsidering what they initially asked for.

We are confident that the analysis conducted during the Final EIR and EIS can and adequately respond to any concerns about construction and operations of the line and station in the middle of campus. We note that the Pantages Theater in Hollywood did not miss performances during construction of the B/Red Line in Hollywood, when older and more disruptive construction methods were in use. More recently, during construction of the D/Purple Line Extension, we note that the historic Saban theater was able to maintain operations as were hotels, restaurants, offices and retail in Beverly Hills and Century City. As for operations of the below ground rail line adjacent to sensitive medical and other scientific equipment on campus, we note that the current B/Red Line travels adjacent to, if not beneath, three major medical centers – Kaiser Sunset, Children's Hospital Los Angeles, and Hollywood Presbyterian Medical Center – all of which also have sensitive equipment. Based on this real-life experience, we know that development of the Final EIR can answer any concerns that UCLA may harbor about the station location. We trust Metro to conduct this analysis and provide the answers and encourage UCLA to maintain open to this information.

To reiterate, WHPOA strongly supports the STCP Modified Alternative 5 to connect the San Fernando Valley and the Westside with an underground, heavy-rail alignment, on-campus station at UCLA Gateway Plaza. We encourage the Metro Board to adopt the Locally Preferred Alignment at the earliest possible time to keep this project moving. We further encourage the Board to direct staff to conduct further study and community outreach during the development of the Final EIR and the Federal EIS about possible changes to the UCLA station location and take all steps to assuage the concerns stated by UCLA in their letter of August 30, 2025.

Respectfully yours,

Debbie Nussbaum
WHPOA – President

Cc: Hon. Fernando Dutra, Metro Board Chairman
Jacquelyn Dupont-Walker, Metro 1st Vice Chair
Hon. Katherine Barger, Metro 2nd Vice Chair
Hon. Karen Bass
Hon. James T. Butts
Hon. Janice Hahn
Hon. Lindsey Horvath
Hon. Holly Mitchell
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Hon. Imelda Padilla
Hon. Tim Sandoval
Hon. Hilda L. Solis
Hon. Katy Yaroslavsky
Gloria Roberts

January 21, 2026
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Re: Opposition to Adoption of Modified Alternative 5 – Sepulveda Transit Corridor Project

Dear Chair and Members of the Metro Board of Directors:

I am writing as a long-time resident of the Santa Monica Mountains hillside community. I respectfully urge the Board **not to adopt Modified Alternative 5** as the Locally Preferred Alternative (LPA) at this time. The alternative advanced by the Planning & Programming Committee on January 14, 2026, raises significant unresolved CEQA, safety, and procedural concerns that require further study before any responsible agency action can be taken.

1. Modified Alternative 5 was not disclosed or analyzed in the Draft EIR.
Modified Alternative 5 poses a new alignment along Beverly Glen Boulevard that affects our community, but neither the DEIR nor public discourse made us aware of this new alternative. CEQA requires that an agency circulate for public review any new alternative that differs substantially from those analyzed in the Draft EIR and that may cause new or more severe impacts. Modified Alternative 5 introduces materially different alignments, tunneling depths, and portal locations that were never subject to public notice, technical review, or comment. Adoption of an undisclosed alternative at the LPA stage would undermine the integrity of the CEQA process and expose Metro to avoidable legal risk. which is causing were not made aware of this alignment during the public co

2. The geotechnical and seismic analysis remains incomplete.
The Santa Monica Mountains contain complex faulting, landslide zones, and highly variable geology. The Draft EIR acknowledges data gaps and the need for additional borings and slope stability analysis. Modified Alternative 5 increases tunneling under steep, fire-prone terrain without providing the necessary geotechnical substantiation. Selecting an LPA without this information is premature and inconsistent with CEQA's requirement for informed decision-making.

3. Wildfire evacuation and emergency access impacts are inadequately addressed.
The hillside communities along the alignment—including Bel Air, Beverly Glen, and surrounding neighborhoods—depend on a limited number of evacuation routes. The Draft EIR does not evaluate how construction closures, haul routes, or portal operations would affect evacuation times during a wildfire or seismic emergency. Modified Alternative 5 intensifies these risks by adding construction activity in constrained canyons without providing mitigation or alternatives analysis.

4. A recirculated Draft EIR is necessary before selecting an LPA.
Given the introduction of a new alternative, the incomplete technical studies, and the potential for new significant impacts, Metro should direct staff to **recirculate the Draft EIR** with a

complete alternatives analysis and updated technical sections. This approach strengthens the project, improves public trust, and reduces litigation exposure.

5. A more balanced and publicly vetted alternative remains achievable.
Metro has the opportunity to advance an alternative that meets mobility goals while respecting the environmental constraints of the Santa Monica Mountains and the safety needs of hillside communities. A recirculated EIR would allow for a fair comparison of feasible alternatives, including those with lower geotechnical and evacuation risks. *Please revisit an alternative that would run along or underneath the 405 Freeway.*

I support the effort to create a public transit between the San Fernando Valley and the Westside. However, due to these reasons, I respectfully request that the Board **decline to adopt Modified Alternative 5** and instead direct staff to complete the necessary studies and recirculate the Draft EIR. This is the most responsible path forward for both the region and the communities directly affected by this project.

Thank you for your consideration and for your service to Los Angeles County.

Sincerely,

Community Impact Statement on Council File 26-0046
(Sepulveda Transit Corridor Project / San Fernando Valley / Westside / Los Angeles International Airport (LAX) / Modified Alternative 5 / Proposed Phasing Plan)

Position: **Support, if Amended**

Given the limited options for fast, efficient, and affordable travel between the San Fernando Valley, Westside, and Los Angeles International Airport, the Reseda Neighborhood Council supports the use of underground, automated heavy rail transportation with an alignment along Van Nuys Bl. for the Metro Sepulveda Transit Corridor project, as outlined in the Locally Preferred Alternative.

However, the loss of a station at Sherman Way will negatively impact the project's accessibility, usability, and convenience for bus riding stakeholders of Reseda and other Central Valley communities. Requiring an additional short transfer to the East San Fernando Valley light rail to access the subway is counterproductive to the goal of equitably reducing vehicle miles traveled on the 405 Freeway.

The Sepulveda Transit Corridor project is an incredible investment in our communities; such a project should serve our region instead of just reaching it. The impacts of losing Sherman Way Station will likely never be corrected in the future with an infill station or rail expansion, so the Reseda Neighborhood Council supports this Resolution if amended to advocate for the inclusion of a heavy rail station at Van Nuys Bl. & Sherman Way.

This community impact statement passed in a meeting held in accordance with the Brown Act with a vote of 11 yes, 0 no, 0 abstain, 0 ineligible, and 0 recused.

Cc: Supervisor Lindsey Horvath
Metro Board

January 21, 2026
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

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Sincerely,

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Sincerely,

Mark O'Connor

January 21, 2026
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

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The hillside communities along the alignment—including Bel Air, Beverly Glen, and surrounding neighborhoods—depend on a limited number of evacuation routes. The Draft EIR does not evaluate how construction closures, haul routes, or portal operations would affect evacuation times during a wildfire or seismic emergency. Modified Alternative 5 intensifies these risks by adding construction activity in constrained canyons without providing mitigation or alternatives analysis.

4. A recirculated Draft EIR is necessary before selecting an LPA.
Given the introduction of a new alternative, the incomplete technical studies, and the potential for new significant impacts, Metro should direct staff to **recirculate the Draft EIR** with a

complete alternatives analysis and updated technical sections. This approach strengthens the project, improves public trust, and reduces litigation exposure.

5. A more balanced and publicly vetted alternative remains achievable.
Metro has the opportunity to advance an alternative that meets mobility goals while respecting the environmental constraints of the Santa Monica Mountains and the safety needs of hillside communities. A recirculated EIR would allow for a fair comparison of feasible alternatives, including those with lower geotechnical and evacuation risks. *Please revisit an alternative that would run along or underneath the 405 Freeway.*

I support the effort to create a public transit between the San Fernando Valley and the Westside. However, due to these reasons, I respectfully request that the Board **decline to adopt Modified Alternative 5** and instead direct staff to complete the necessary studies and recirculate the Draft EIR. This is the most responsible path forward for both the region and the communities directly affected by this project.

Thank you for your consideration and for your service to Los Angeles County.

Sincerely,

Mark O'Connor

January 13, 2026

Metro Board of Directors
Office of Board Administration,
One Gateway Plaza, MS: 99-3-1,
Los Angeles, CA 90012

RE: Support for Modified Alternative 5 as the Locally Preferred Alternative for the Sepulveda Transit Corridor Project

Dear Metro Board Members,

The Valley Industry & Commerce Association's (VICA) Transportation Committee supports Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor Project and urges the Board of Directors of the Los Angeles County Metropolitan Transportation Authority to approve the recommended LPA, subject to the following considerations to strengthen project delivery and regional benefit.

As Metro advances this project, VICA stresses the importance of ensuring the corridor meaningfully serves Valley residents and employers. Adequate parking access will be critical, particularly during the initial operating segment, and VICA urges Metro to identify and commit to parking opportunities that allow Valley residents to access the system by automobile.

VICA supports implementation of an initial operating segment, provided Metro clearly affirms that the project is not complete until Phase 2 is fully constructed. Full build-out from the Van Nuys Metrolink Station to the E Line is essential to achieving the corridor's regional mobility and economic goals.

Additionally, VICA urges Metro to continue investigating connectivity to the Getty Center and other major regional destinations, which will strengthen ridership, accessibility, and the overall value of the project.

For these reasons, VICA supports Modified Alternative 5 and respectfully recommends that Metro incorporate these amendments to ensure parking access, full project completion, and regional connectivity remain central to project delivery as the project moves forward.

Sincerely,

[redacted]

Stuart Waldman
VICA President

bxp

2800 28th Street, Suite 170
Santa Monica, CA 90405

424.330.3530
www.bxp.com

BXP, Inc.
(NYSE: BXP)

January 21, 2026
Los Angeles Metro
Board of Directors
One Gateway Plaza
Los Angeles, CA 90012

Re: Sepulveda Transit Corridor Project, Modified Alt. 5 and Study of Bundy/Expo Connection – Support

Dear Chair and Members of the Board,

On behalf of BXP, the largest commercial office landlord in Santa Monica with over 2.3MM SF, we are writing in support of the Sepulveda Transit Corridor Project moving forward expeditiously with Modified Alternative 5. We also request that the Board give direction to study a connection to the Bundy/Expo station. Given the density of jobs and housing (both existing and planned) located near this station and along the line that connect to this station, Modified Alternative 5 with a Bundy/Expo connection will deliver the strongest benefits to our community and region.

Boston

Los Angeles

New York

San Francisco

Seattle

Washington, DC

We view high-capacity transit as essential infrastructure for meeting local mobility, climate-emissions, and economic-resiliency targets. Our property at the Santa Monica Business Park (SMBP) represents one of many thriving economic cornerstones of the southeast area of the City of Santa Monica. A link to Bundy would remove vehicles from local streets, reduce greenhouse-gas emissions, and support our clients' own sustainability mandates.

A reliable, fast and affordable public transit connection to the Sepulveda Transit Corridor at the Bundy Station would provide more options for those that live in Santa Monica to commute without a single-occupancy vehicle. Santa Monica notably has a robust pipeline of pending and approved housing projects that would be served by a connection at the Bundy/Expo station.

The Bundy extension would offer a seamless one-seat ride from the Valley to the Westside and onward to the E Line, enhancing regional job access without car ownership, increasing emissions reduction and congestion relief, and promoting equitable housing growth.

In sum, we thank the Board for your leadership and request that you move forward with Modified Alternative 5 and provide direction to study a Bundy/Expo connection.

Sincerely,

[redacted]

Melissa Cohen
BXP
VP, Development
Los Angeles Regional Director

Snap Inc.

Metro Board of Directors
Office of Board Administration
1 Gateway Plaza, Mail Stop 99-3-1
Los Angeles, CA 90012.

Dear Metro Board Members,

I am writing on behalf of Snap Inc. to comment in support of advancing Modified Alternative 5, the primarily underground heavy rail option for the Sepulveda Transit Corridor. This alternative offers the speed, capacity, and operational reliability necessary to serve a high-demand north–south corridor and to accommodate long-term growth in travel demand.

As the Board considers the project's southern terminus, careful attention should be given to connections with dense, transit-supportive land uses, including areas with significant existing and planned housing and employment, such as Exposition/Bundy, as well as high-quality transfers to the regional rail network. Aligning high-capacity rail with these conditions can help maximize ridership, system utility, and overall return on investment.

We appreciate the Board's consideration as Metro continues to evaluate options for this critical corridor.

Sincerely,

[redacted]

Patrick Miller, Senior Director Workplace Experience

January 21, 2026
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Re: Opposition to Adoption of Modified Alternative 5 – Sepulveda Transit Corridor Project

Dear Chair and Members of the Metro Board of Directors:

I am writing as a long-time resident of the Santa Monica Mountains hillside community. I respectfully urge the Board **not to adopt Modified Alternative 5** as the Locally Preferred Alternative (LPA) at this time.

The alternative advanced by the Planning & Programming Committee on January 14, 2026, raises significant unresolved CEQA, safety, and procedural concerns that require further study before any responsible agency action can be taken.

1. Modified Alternative 5 was not disclosed or analyzed in the Draft EIR.
Modified Alternative 5 poses a new alignment along Beverly Glen Boulevard that affects our community, but neither the DEIR nor public discourse made us aware of this new alternative. CEQA requires that an agency circulate for public review any new alternative that differs substantially from those analyzed in the Draft EIR and that may cause new or more severe impacts. Modified Alternative 5 introduces materially different alignments, tunneling depths, and portal locations that were never subject to public notice, technical review, or comment. Adoption of an undisclosed alternative at the LPA stage would undermine the integrity of the CEQA process and expose Metro to avoidable legal risk. which is causing were not made aware of this alignment during the public co

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The hillside communities along the alignment—including Bel Air, Beverly Glen, and surrounding neighborhoods—depend on a limited number of evacuation routes. The Draft EIR does not evaluate how construction closures, haul routes, or portal operations would affect evacuation times during a wildfire or seismic emergency. Modified Alternative 5 intensifies these risks by adding construction activity in constrained canyons without providing mitigation or alternatives analysis.

4. A recirculated Draft EIR is necessary before selecting an LPA.
Given the introduction of a new alternative, the incomplete technical studies, and the potential for new significant impacts, Metro should direct staff to **recirculate the Draft EIR** with a complete alternatives analysis and updated technical sections. This approach strengthens the project, improves public trust, and reduces litigation exposure.

5. A more balanced and publicly vetted alternative remains achievable.
Metro has the opportunity to advance an alternative that meets mobility goals while respecting the environmental constraints of the Santa Monica Mountains and the safety needs of hillside communities. A recirculated EIR would allow for a fair comparison of feasible alternatives, including those with lower geotechnical and evacuation risks. *Please revisit an alternative that would run along or underneath the 405 Freeway.*

I support the effort to create a public transit between the San Fernando Valley and the Westside. However, due to these reasons, I respectfully request that the Board **declines adopting Modified Alternative 5** and instead direct staff to complete the necessary studies and recirculate the Draft EIR. This is the most responsible path forward for both the region and the communities directly affected by this project.

Thank you for your consideration and for your service to Los Angeles County.

Sincerely,
Sandra and Allen Moshi
[redacted]

January 21, 2026
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Re: Opposition to Adoption of Modified Alternative 5 – Sepulveda Transit Corridor Project

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Thank you for your consideration and for your service to Los Angeles County.

Sincerely,

Sharon Kopman

Bel Air Ridge HOA Resident

January 21, 2026
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Re: Opposition to Adoption of Modified Alternative 5 – Sepulveda Transit Corridor Project

Dear Chair and Members of the Metro Board of Directors:

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Thank you for your consideration and for your service to Los Angeles County.

Sincerely,

WHPOA
WESTWOOD HILLS PROPERTY OWNERS ASSOCIATION
INCORPORATED 1958

January 20, 2026

Subject: Sepulveda Transit Corridor Project:
Modified Alternative 5 with UCLA Gateway Plaza Station

Dear LA Metro Board of Directors,

Westwood Hills is a neighborhood adjacent to the UCLA campus and North Village. On behalf of the Westwood Hills Property Owners Association (WHPOA), I am writing to express our strong support for the Sepulveda Transit Corridor Project (STCP) Modified Alternative 5 with a UCLA campus subway station at Gateway Plaza. Gateway Plaza is the best campus station location.

We are concerned about a potential last-minute change for the on-campus UCLA station. UCLA Gateway Plaza, as described in the Draft Environmental Impact Report (DEIR), is the best location for this station as it is near the center of campus providing the greatest utility and highest ridership for the line. This location has easiest access to more portions of the University including the Medical Center and related clinics, science and engineering buildings, athletic facilities, other teaching and research facilities, dormitories and other portions of the campus to the north and east. Gateway Plaza truly is the best location for the STCP UCLA Campus station because it is a primary transit stop and designated transit hub. The BruinBus provides important connections around the campus and Medical Center for passengers disembarking at the station. Gateway Plaza also provides connections to the Santa Monica Big Blue Bus, the Culver City Bus, and Long Beach Transit Route 405. The sidewalks in this area have been improved and meet ADA standards for width, slope, firmness, stability and passing space. Other first mile-last mile mobility options, like rental bikes and scooters, are also available here.

UCLA's Gateway Plaza was the only campus location named, discussed or studied since 2021 (L.A. Metro Sepulveda Transit corridor Project "UCLA/Westwood Fact sheet "August 2021). Metro's STCP community meetings always listed UCLA's Gateway Plaza as the campus underground station and portal location. UCLA's late date request for a different location for a campus station has limited community comments on this alternative location and the impact it would have on other communities.

There are a myriad of safety concerns, topography logistics, student housing and night construction, ambulance route to Reagan Medical Center - Emergency Entrance, and construction disruptions, among other issues that were not studied or evaluated for the alternative campus station of Gayley and Strathmore, which UCLA's leadership is now suggesting.

UCLA leadership in their STCP DEIR August 30, 2025 comments, for the first time expresses concern about construction disruption and is rethinking the station location. Since the Planning and Feasibility phase of the STCP which began in 2017, Metro had been working with UCLA to identify a location for the station on its campus. UCLA lobbied for a direct single seat ride to campus and how it would enhance access to the hospital,

Pauley Pavilion, student and faculty access, Royce Hall and all the campus buildings. Now UCLA leadership is reconsidering what they initially asked for.

We are confident that the analysis conducted during the Final EIR and EIS can and adequately respond to any concerns about construction and operations of the line and station in the middle of campus. We note that the Pantages Theater in Hollywood did not miss performances during construction of the B/Red Line in Hollywood, when older and more disruptive construction methods were in use. More recently, during construction of the D/Purple Line Extension, we note that the historic Saban theater was able to maintain operations as were hotels, restaurants, offices and retail in Beverly Hills and Century City. As for operations of the below ground rail line adjacent to sensitive medical and other scientific equipment on campus, we note that the current B/Red Line travels adjacent to, if not beneath, three major medical centers – Kaiser Sunset, Children's Hospital Los Angeles, and Hollywood Presbyterian Medical Center – all of which also have sensitive equipment. Based on this real-life experience, we know that development of the Final EIR can answer any concerns that UCLA may harbor about the station location. We trust Metro to conduct this analysis and provide the answers and encourage UCLA to maintain open to this information.

To reiterate, WHPOA strongly supports the STCP Modified Alternative 5 to connect the San Fernando Valley and the Westside with an underground, heavy-rail alignment, on-campus station at UCLA Gateway Plaza. We encourage the Metro Board to adopt the Locally Preferred Alignment at the earliest possible time to keep this project moving. We further encourage the Board to direct staff to conduct further study and community outreach during the development of the Final EIR and the Federal EIS about possible changes to the UCLA station location and take all steps to assuage the concerns stated by UCLA in their letter of August 30, 2025.

Respectfully yours,

Debbie Nussbaum
WHPOA – President

Cc: Hon. Fernando Dutra, Metro Board Chairman
Jacquelyn Dupont-Walker, Metro 1st Vice Chair
Hon. Katherine Barger, Metro 2nd Vice Chair
Hon. Karen Bass
Hon. James T. Butts
Hon. Janice Hahn
Hon. Lindsey Horvath
Hon. Holly Mitchell
Hon. Ara J. Najarian
Hon. Imelda Padilla
Hon. Tim Sandoval
Hon. Hilda L. Solis
Hon. Katy Yaroslavsky
Gloria Roberts

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

Re: Sepulveda Transit Corridor Project Joint Support for Modified Alternative 5 and Study of Bundy/Expo Terminus

Dear Chair and Members of the Board,

The undersigned organizations write to express our strong support for advancing Modified Alternative 5 for the Sepulveda Transit Corridor. We also respectfully urge the Board to study locating the southern terminus at Bundy/Expo rather than Sepulveda/Expo.

Taken together, Modified Alternative 5 and a Bundy and Expo terminus best balance near term deliverability with long term system value. This approach strengthens regional connectivity to major job centers, improves construction feasibility and sequencing, and meaningfully future proofs the corridor for a Phase 2 extension to LAX.

1. Faster and more intuitive connections to Santa Monica
A Bundy and Expo terminus materially improves access to Santa Monica destinations that riders are trying to reach, including employment centers, educational institutions, and the E Line's most heavily used western stations. The Bundy and Expo location shortens transfer times to Santa Monica proper, reduces backtracking, and creates a more legible and rider friendly westside rail network. The Santa Monica/Barrington stop would also provide a connection to the Metro 4 and BBB 1, with Santa Monica Blvd likely being upgraded with BRT lanes west of the 405 and into Santa Monica. In practical terms, this improves trip quality today without compromising travel times for Valley to Westside riders.

2. Better positioning for Phase 2 to LAX regardless of Santa Monica Airport outcomes
Locating Phase 1 at Bundy and Expo sets up Phase 2 to LAX in a way that is both more flexible and more resilient to future land use decisions. From this geometry, a southward extension can reach the Santa Monica Airport site no matter the ultimate redevelopment outcome, while also preserving optionality for alignments that continue toward Centinela or Sepulveda. This avoids locking the system into a suboptimal geometry that would require costly or operationally constrained workarounds later.

3. Construction and delivery advantages
As documented in the DEIR record, alternatives that leverage the Santa Monica Airport area and the Bundy corridor offer meaningful construction advantages. These include reduced displacement, fewer impacts to established commercial centers, more straightforward truck access, and improved opportunities for staging and tunnel boring operations. A Bundy based

terminus aligns with a realistic construction timeline and lowers delivery risk for a project of this scale.

4. The importance of the Barrington and Santa Monica station
With an Expo/Bundy terminus, the project could also include a Barrington/Santa Monica station. Ensuring strong service at the Barrington and Santa Monica station is essential. This station serves the most dense ten minute walkshed on the Westside, anchoring access to dense residential neighborhoods, major job centers, and key east west bus corridors. It plays a critical role in making the Sepulveda line useful for everyday trips, not just peak or end to end travel. The Bundy and Expo configuration strengthens this center of activity and better integrates it into the regional rail network.

5. A once in a generation opportunity to get the basics right
The Sepulveda Transit Corridor is one of the most consequential transit investments Metro will make this century. Advancing Modified Alternative 5 while studying, and ultimately selecting, a Bundy and Expo Phase 1 terminus reflects a commitment to delivery, connectivity, and long term value. It is a choice that improves outcomes for riders today while ensuring that future expansions to LAX and beyond are faster, more cost effective, and more achievable.

Thank you for your leadership and for the opportunity to comment. We urge the Board to move forward with Modified Alternative 5 and to study a Bundy/Expo terminus.

Sincerely,

Eli Gill
Executive Committee
Abundance Network Santa Monica

Melissa Cohen
Los Angeles Regional Director
BXP

Sam Shapiro-Kline
Co-Chair
Santa Monica Forward

Lindsay Sturman
Co-Founder
Livable Communities Initiative

Carter Rubin
Director, State Transportation Advocacy
NRDC

Undergraduate Students Associated Council
University of California, Los Angeles

January 13, 2026

Board Administration
One Gateway Plaza, MS: 99-3-1
Los Angeles, CA 90012

Los Angeles Metro Board of Directors
RE: **Agenda Item Number 10**
Position: **FOR**

Dear LA Metro Board of Directors,

On behalf of the Undergraduate Students Association Council at the University of California, Los Angeles, **we implore the Metro Board of Directors to follow the recommendation of Metro staff to select Modified Alternative 5** as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor project to ensure transportation equity for students at UCLA.

We are pleased with the major components of Modified Alternative 5, including:

- A direct, on-campus station at UCLA Gateway Plaza, unlike Alternative 1
- Direct connections to other Metro lines, unlike Alternatives 1 and 3
- Stations placed where students actually go, unlike Alternatives 1 and 3
- Low headways thanks to the use of automated heavy rail technology, similar to Alternatives 4 and 5, and unlike Alternative 6

We represent over 33,000 UCLA undergraduates, many of whom use public transportation to get to class, work, home, or anywhere else in Los Angeles. The Sepulveda Transit Corridor project presents future opportunities for our students. Having a direct stop on UCLA campus would make public transportation significantly easier and faster for the students who rely on it. Additionally, many of our students commute from their homes in the San Fernando Valley, and traveling through the extremely congested Sepulveda Pass via the 405 freeway or existing bus lines poses extreme delays and challenges for commuter students.

We wish to strongly reiterate that monorail alternatives 1 and 3 are insufficient to address student needs. Alternative 1 omits a UCLA campus stop entirely, instead requiring students to travel between campus and the stop on an electric bus, which would significantly increase travel time and decrease ridership, as supported by data in the DEIR. And both alternatives 1 and 3 see slower travel times, with stops located directly adjacent to the 405 freeway, exposing riders to dangerous levels of noise and air pollution. Simultaneously, these stops place riders farther from dense areas and popular destinations like Westwood Village, UCLA campus, and Sherman Oaks.

While we still believe that elevated rail, as described in Alternative 4, should be considered due to its similar mobility benefits for significantly lower costs, we are encouraged to hear that Metro's modification of Alternative 5 may lead to lower costs versus Alternative 5 as described in the DEIR. We hope that Metro expedites the final environmental review of this project to ensure this critical backbone can be built faster and start serving the needs of students sooner.

Our student government has sent representatives to every Metro Scoping Event, Community Meeting, and Public Hearing on the Sepulveda Transit Corridor over the past several years, and we have been deeply invested in ensuring students' voices are heard every step of the way. We remain committed to advocating for the most equitable outcome of this project for the UCLA undergraduates we represent. To this end, we call on the Metro Board of Directors to honor UCLA's commitment to the Los Angeles region by selecting an alternative that will connect the nation's number one public university to its rapidly expanding transportation network. We firmly believe that moving forward with Modified Alternative 5 is the only decision that will uphold Metro's values of equity and world-class transportation.

Sincerely,

The Undergraduate Students Association Council of the University of California, Los Angeles

For more information, please contact: president@usac.ucla.edu and fac@usac.ucla.edu.

From: Karine Barseghyan
To: Board Clerk
Subject: (EXTERNAL) "Public Comment – Jan 22 Board Meeting – Modified Alternative 5 (Sepulveda Transit Corridor)"
Date: Wednesday, January 21, 2026 2:40:04 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

January 21, 2026
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Re: Opposition to Adoption of Modified Alternative 5 – Sepulveda Transit Corridor Project

Dear Chair and Members of the Metro Board of Directors:

I am writing as a resident of the Santa Monica Mountains hillside community. I respectfully urge the Board **not to adopt Modified Alternative 5** as the Locally Preferred Alternative (LPA) at this time. The alternative advanced by the Planning & Programming Committee on January 14, 2026, raises significant unresolved CEQA, safety, and procedural concerns that require further study before any responsible agency action can be taken.

1. Modified Alternative 5 was not disclosed or analyzed in the Draft EIR.
Modified Alternative 5 poses a new alignment along Beverly Glen Boulevard that affects our community, but neither the DEIR nor public discourse made us aware of this new alternative. CEQA requires that an agency circulate for public review any new alternative that differs substantially from those analyzed in the Draft EIR and that may cause new or more severe impacts. Modified Alternative 5 introduces materially different alignments, tunneling depths, and portal locations that were never subject to public notice, technical review, or comment. Adoption of an undisclosed alternative at the LPA stage would undermine the integrity of the CEQA process and expose Metro to avoidable legal risk. which is causing were not made aware of this alignment during the public co

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I support the effort to create a public transit between the San Fernando Valley and the Westside. However, due to these reasons, I respectfully request that the Board **decline to adoptModified Alternative 5** and instead direct staff to complete the necessary studies and recirculate the Draft EIR. This is the most responsible path forward for both the region and the communities directly affected by this project.

Thank you for your consideration and for your service to Los Angeles County.

Sincerely,

Karine Barseghyan,
[redacted]
[redacted]

From: Aaron Wang
To: Board Clerk
Subject: (EXTERNAL) 1/22 Board Meeting Public Comments
Date: Wednesday, January 21, 2026 12:51:53 AM

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Hello Metro Board,

I urge you to vote in favor of the Sepulveda Modified Alt 5 and Torrance Hybrid ROW options as the LPA for either project. I have friends in the Valley and the Sepulveda line would be transformative in being able to connect two previously hard-to-reach areas (without a car). I also hope that the current hybrid alignment for the K Line to Torrance will be approved. Having the South Bay connected to the rest of LA's rail network (AS SOON AS POSSIBLE) would be such a no-brainer economic boon and allow people more options on where to work and live. Accepting the plan along Hawthorne would be much more expensive for little benefit, and is something I would not want to see my tax dollars spent towards (for more studies, EQAs, and loads of mitigations). Unlike other projects, there is funding and a concrete plan for the Hybrid ROW to Torrance, and I urge the Metro Board to capitalize on this.

Lastly, I hope you reconsider the measure to oppose SB 79. There is already an acute housing shortage in LA and any attempt to water down housing density provisions would only exacerbate this issue. I grew up in LA and love this city, and I want to keep living in this city, but the cost of housing and living make it difficult to be able to stay; I know I am not alone in this sentiment. With local governments historically doing little in the way of building enough housing units, let alone affordable ones, I think reverting back from state to local control over zoning is a massive mistake that would only serve to hinder your objectives of expanding your ridership base and providing high quality transit services for everyone in the Greater LA area by driving people away from your service area.

In conclusion, I want to remind the Metro Board of who you serve. Los Angeles is the second largest city in the US, not some quaint suburb that some people try to vocally say otherwise. In terms of public transit infrastructure and ridership, LA embarrassingly falls behind other "global" American cities, such as New York, Chicago, San Francisco, and D.C.. Building as much transit infrastructure as possible, and getting people to use that infrastructure, should be your main goals if you are to provide world class transit. Therefore, by advancing the current plans for our rail expansions and retaining the commitment to upzoning transit corridors is of utmost priority in my opinion to be able to achieve those goals.

Thanks,
Aaron

From: Jill Wieder
To: Board Clerk
Subject: (EXTERNAL) Alternative 5
Date: Wednesday, January 21, 2026 3:54:44 PM
Attachments: Sample letter to METRO Board for Jan 22, 2026 mtg .docx

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January 21, 2026
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Re: Opposition to Adoption of Modified Alternative 5 – Sepulveda Transit Corridor Project

Dear Chair and Members of the Metro Board of Directors:

I am writing as a longtime resident of the Santa Monica Mountains hillside community. I respectfully urge the Board **not to adopt Modified Alternative 5** as the Locally Preferred Alternative (LPA) at this time. The alternative advanced by the Planning & Programming Committee on January 14, 2026, raises significant unresolved CEQA, safety, and procedural concerns that require further study before any responsible agency action can be taken.

1. Modified Alternative 5 was not disclosed or analyzed in the Draft EIR.
Modified Alternative 5 poses a new alignment along Beverly Glen Boulevard that affects our community, but neither the DEIR nor public discourse made us aware of this new alternative. CEQA requires that an agency circulate for public review any new alternative that differs substantially from those analyzed in the Draft EIR and that may cause new or more severe impacts. Modified Alternative 5 introduces materially different alignments, tunneling depths, and portal locations that were never subject to public notice, technical review, or comment. Adoption of an undisclosed alternative at the LPA stage would undermine the integrity of the CEQA process and expose Metro to avoidable legal risk. which is causing were not made aware of this alignment during the public co

2. The geotechnical and seismic analysis remains incomplete.
The Santa Monica Mountains contain complex faulting, landslide zones, and highly variable geology. The Draft EIR acknowledges data gaps and the need for additional borings and slope stability analysis. Modified Alternative 5 increases

tunneling under steep, fireprone terrain without providing the necessary geotechnical substantiation. Selecting an LPA without this information is premature and inconsistent with CEQA's requirement for informed decisionmaking.

3. Wildfire evacuation and emergency access impacts are inadequately addressed.
The hillside communities along the alignment—including Bel Air, Beverly Glen, and surrounding neighborhoods—depend on a limited number of evacuation routes. The Draft EIR does not evaluate how construction closures, haul routes, or portal operations would affect evacuation times during a wildfire or seismic emergency. Modified Alternative 5 intensifies these risks by adding construction activity in constrained canyons without providing mitigation or alternatives analysis.

4. A recirculated Draft EIR is necessary before selecting an LPA.
Given the introduction of a new alternative, the incompletetechnical studies, and the potential for new significant impacts, Metro should direct staff to **recirculate the Draft EIR** with a complete alternatives analysis and updated technical sections. This approach strengthens the project, improves public trust, and reduces litigation exposure.

5. A more balanced and publicly vetted alternative remains achievable.
Metro has the opportunity to advance an alternative that meets mobility goals while respecting the environmental constraints of the Santa Monica Mountains and the safety needs of hillside communities. A recirculated EIR would allow for a fair comparison of feasible alternatives, including those with lower geotechnical and evacuation risks. Please revisit an alternative that would run along or underneath the 405 Freeway.

I support the effort to create a public transit between the San Fernando Valley and the Westside. However, due to these reasons, I respectfully request that the Board **decline to adoptModified Alternative 5** and instead direct staff to complete the necessary studies and recirculate the Draft EIR. This is the most responsible path forward for both the region and the communities directly affected by this project.

Thank you for your consideration and for your service to Los Angeles County.

Sincerely,

Jill Anter Wieder
[redacted]
[redacted]

[redacted]

Sent from my iPhone

From: Paula Larmore
To: Board Clerk
Subject: (EXTERNAL) Board Mtg 1/22, Agenda Item 10, FOR/Support
Date: Wednesday, January 21, 2026 1:46:46 PM
Attachments: Snap Inc. to Metro Board Alt 5 Mod.pdf

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Dear Metro Board Clerk,

Please distribute the enclosed letter from Snap Inc. to the Metro Board regarding Item 10 on the January 22nd agenda.

Thank you,

Paula J. Larmore | Attorney at Law
[redacted]
HARDING LARMORE KUTCHER & KOZAL, LLP

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From:	Molly Castles
To:	SepulvedaTransit; Board Clerk
Cc:	Molly Castles; Alexander Cameron; Melissa Cohen
Subject:	(EXTERNAL) BXP Comments on Sepulveda Transit Corridor Project
Date:	Wednesday, January 21, 2026 11:40:10 AM
Attachments:	Outlook-v5o11sxg.png Outlook-mw4mvxo2.png Outlook-aif0ehft.png Sepulveda.pdf

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Dear Mr. Carter,

On behalf of BXP, please find attached our formal letter regarding the Sepulveda Transit Corridor Project, Modified Alt. 5 and Study of Bundy/Expo. We appreciate the ability to provide input on this important regional investment and look forward to the opportunity for continued collaboration as the project advances.

Thank you for your consideration.

Best,
Molly

Molly Castles
Marketing Manager

[redacted]

bxp

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This message is a private communication and is intended only for the named addressee. It may contain information which is confidential, proprietary and/or privileged under applicable law. If you are not the designated recipient, you may not review, copy or distribute this message. If you receive this message in error, please notify the sender by reply e-mail and delete this message from your system.

From:	Zennon Ulyate-Crow
To:	Board Clerk
Cc:	Eli Gill; Gleam Davis
Subject:	(EXTERNAL) Coalition Letter "FOR" Item 2025-1026 with Comments
Date:	Wednesday, January 21, 2026 4:31:21 PM
Attachments:	Sepulveda Transit Corridor LPA Selection Comment.pdf

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Metro Boardmembers,

On behalf of Abundance Network Santa Monica, NRDC, BXP, Santa Monica Forward, and the Livable Communities Initiative, I am submitting the attached letter FOR item 2025-1062. Additionally, we request the study of Expo/Bundy as the southern terminus of Modified Alternative 5. Thank you!

All the Best,

Zennon Ulyate-Crow he/him
(outgoing) Abundance Network Santa Monica - Executive Director

From: Clay Oppenhuizen
To: Board Clerk
Subject: (EXTERNAL) For 2025-1062; for 2025-0818
Date: Wednesday, January 21, 2026 8:22:04 AM

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Hello,

I am writing in support of the hybrid alignment of these projects. It is imperative that we get rail to the south bay. It will help residents and tourists alike and bolster our communities.

Thank you for your time.

Kind regards,
Clayton Oppenhuizen

From: Mikayla Jakubecy-Gibson
To: Board Clerk
Subject: (EXTERNAL) FOR with recommended amendments — item #10
Date: Wednesday, January 21, 2026 1:47:54 PM
Attachments: image001.png
image002.png
Sepulveda Transit Mod. Alt. 5.pdf

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Hello,

Please find the Valley Industry & Commerce Association's letter for public comment attached. We are for item #10 but have some recommended amendments.

Warmly,

Mikayla Gibson, MA
Legislative Affairs Manager
Valley Industry & Commerce Association
[redacted]

Book time to meet with me

From:	Citizens Coalition-Los Angeles
To:	Board Clerk; fdutra@cityofwhittier.org; mayor.helpdesk@lacity.org; ThirdDistrict@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; Kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org; anajarian@glendaleca.gov; info@timsandoval.com; Councilmember.Padilla@lacity.org
Cc:	Tang, Quinn; Low, Teddy; Safer, Charles; DHarrison@counsel.lacounty.gov
Subject:	(EXTERNAL) FORMAL OBJECTION – Metro Board Meeting Scheduled for January 22, 2026; Agenda Item 10: Sepulveda Transit Corridor Project
Date:	Wednesday, January 21, 2026 4:29:19 PM

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CITIZENS COALITION
LOS ANGELES
CCLA

January 21, 2026
Before 5:00 PM

TO: Los Angeles County Metropolitan Transportation Authority (METRO) Board of Directors

VIA EMAIL: BoardClerk@metro.net

CC: LA County Counsel; Individual Metro Board Members (See Distribution List Below)

RE: FORMAL OBJECTION – Metro Board Meeting Scheduled for January 22, 2026; **Agenda Item 10:** Sepulveda Transit Corridor Project

SUBJECT: Prejudicial Abuse of Discretion; Fatal Procedural Deficiencies and Project Management Failure Regarding "Modified Alternative 5"

To the Metro Board of Directors and the Clerk of the Board:

The Citizen's Coalition Los Angeles (CCLA) formally submits this objection to the proposed selection of "Modified Alternative 5" as the Locally Preferred Alternative (LPA). CCLA has a long-standing history of ensuring governmental transparency and CEQA compliance in the City of Los Angeles, most notably through our active participation in the Hollywood Community Plan and various high-profile land-use challenges.

CCLA members have been diligent participants throughout this project's lifecycle, attending outreach meetings and submitting comprehensive technical comments during both the Notice of Preparation (NOP) and Draft Environmental Impact Report (DEIR) periods. We are writing to state that the current move to approve a Modified alternative without recirculation is a flagrant violation of the law.

I. LEGAL OBJECTION: FAILURE TO RECIRCULATE (CEQA GUIDELINES § 15088.5)

The introduction of Modified Alternative 5 after the close of the DEIR comment period constitutes significant new information that requires mandatory recirculation.

Under CEQA Guidelines § 15088.5, recirculation is required when a considerably different alternative is disclosed. By shifting the alignment from Sepulveda Blvd to Van Nuys Blvd—a geographically distinct transit corridor with unique environmental, utility, and noise profiles—Metro has introduced a project that the public has had zero opportunity to review. As held in *Sutter Sensible Planning, Inc. v. County of Sutter* (1981), when an agency makes significant changes post-DEIR, it must recirculate to satisfy the informational role of CEQA.

II. LEGAL OBJECTION: LACK OF A STABLE PROJECT DESCRIPTION

In *Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007), the California Supreme Court held that an EIR must contain a "stable, finite, and fixed" project description. Metro's sudden pivot to a hybrid alignment that merges elements of multiple alternatives creates an unstable project description. This moving target prevents the public from assessing the true environmental trade-offs, rendering the current record legally fatal.

III. DOCTRINE OF SELF-IMPOSED EMERGENCY & PROJECT MANAGEMENT FAILURE

Metro staff may argue that a Modified LPA must be selected immediately to maintain momentum. However, a lack of planning on the part of the agency does not constitute an emergency on the part of the public. As documented below,

Metro has missed nearly every major milestone for this project, resulting in a 31-month delay for the DEIR alone.

TABLE: METRO SELF-IMPOSED PROJECT DELAYS

Milestone	Original Target Date	Actual/Current Date	Total Delay
Draft EIR (DEIR) Release	Late 2022	June 2025	**31 Months**
Scoping Report Release	Spring 2022	Late 2024	**30 Months**
LPA Selection Vote	Early 2024	January 2026	**24 Months**
Final EIR Certification	2024	2027 (Projected)	**36 Months**

Metro's internal mismanagement cannot be used as a legal justification to truncate the public's right to review a fundamentally altered project. To bypass recirculation now is to punish the public for Metro's administrative failures.

IV. CONCLUSION AND REQUEST FOR CORRECTION

The core purpose of CEQA is to provide the public with a "meaningful opportunity to comment" (*Laurel Heights Improvement Assn. v. Regents of University of California* (1988)). By introducing Modified Alternative 5 post-comment closure, Metro has effectively silenced the 15,000+ stakeholders who participated in good faith.

CCLA formally requests that the Metro Board vacate the current recommendation for Item 10 and order staff to recirculate a Revised DEIR. Failure to do so constitutes a prejudicial abuse of discretion and will necessitate immediate legal remedy.

Submitted on behalf of
The Board of Citizen's Coalition Los Angeles

by Robert Blue & Sieglinde Kruse Blue

DISTRIBUTION LIST (CC)

LA COUNTY COUNSEL

- **Quinn Tang**, Asst. County Counsel (General Advisory): TangQ@metro.net
- **Teddy Low**, Senior Deputy County Counsel (Procurement/Risk): Lowt@metro.net
- **Charles M. Safer**, Asst. County Counsel (Infrastructure/Contract): SaferC@metro.net
- **Dawyn R. Harrison**, County Counsel: DHarrison@counsel.lacounty.gov

METRO BOARD MEMBERS

- **Fernando Dutra** (Chair): fdutra@cityofwhittier.org
- **Karen Bass** (Mayor): mayor.helpdesk@lacity.org
- **Lindsey Horvath** (Supervisor): ThirdDistrict@bos.lacounty.gov
- **Katy Yaroslavsky** (Councilmember): Councilmember.Yaroslavsky@lacity.org
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-

Ara Najarian (Councilmember): anajarian@glendaleca.gov

- **Tim Sandoval** (Mayor): info@timsandoval.com

Imelda Padilla (Councilmember): Councilmember.Padilla@lacity.org

From:	Bart Reed
To:	Board Clerk
Subject:	(EXTERNAL) Fwd: RailPAC comment on LA Metro 1/22/2026 board meeting agenda items #10 (Sepulveda corridor) and #11 (C line extension)
Date:	Wednesday, January 21, 2026 5:00:16 PM

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Dear Chair Dutra and members of the board:

The Transit Coalition is a Volunteer Transit Advocacy Group started in 2002.

Agenda item #10 (2025-1062, Sepulveda corridor):

The Coalition supports the staff-recommended Locally Preferred Alternative (Modified 5), unanimously approved by the Planning Committee on 1/14/2026. It is the alternative with the highest benefit-to-cost ratio, and will best serve the future transit needs of Los Angeles.

Agenda item #11 (2025-0818, C line extension):

The Coalition supports approval and FEIR certification of the staff-recommended Locally Preferred Alternative (LPA), which travels along the Metro-owned Right-of-Way (ROW). We commend Metro for measures such as walking paths, landscaping, sound walls, freight improvements, and grade separations for safety, noise reduction and enhancing pedestrian and bicycle mobility.

This is a critical project to enhance mobility in the South Bay, and to allow direct rail transit connectivity in the future between Long Beach, the South Bay and LAX areas. The Hawthorne Option is far costlier and more difficult to construct, for negligible enhanced benefit compared to the LPA.

The Transit Coalition
Bart Reed, Executive Director
[redacted]

From: Muller, Duane
To: Board Clerk
Cc: Muller, Duane
Subject: (EXTERNAL) General Comment from UCLA: 1/22/2026 Metro Regular Board Mtg (Agenda Item 10)
Date: Wednesday, January 21, 2026 9:47:54 AM
Attachments: image001.png

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General Comment on Agenda Item 10: Sepulveda Transit Corridor Project

Thursday, 1/22/2026: Metro Regular Board Meeting

Dear Metro Board Members,

In my capacity as Senior Executive Director of Government and Community Relations, I am submitting these general comments on behalf of UCLA.

UCLA appreciates the numerous opportunities to weigh in over the last several years on the Sepulveda Transit Corridor - a regionally significant project.

We also want to thank Metro staff for their diligent work in getting us to this important project milestone.

As the only public research university in L.A. and the third largest employer in L.A. County, UCLA needs reliable, inclusive, and efficient public rail transit.

UCLA is pleased to see the proposed Locally Preferred Alternative (LPA) directly serves the UCLA campus, prioritizes high ridership and fast travel times, and includes seamless connections to other transit lines, such as the D Line.

As we outlined in our DEIR comment letter submitted in August 2025,

UCLA has several concerns associated with construction and operations that need to be resolved before we can fully endorse the LPA recommendation.

UCLA looks forward to working closely with Metro staff to mitigate campus disruptions from this project.

Thank you.

Sincerely,
Duane Muller

Duane Muller (she/her)
Senior Executive Director
Government and Community Relations
UCLA External Affairs
[redacted]

UCLA Government & Community Relations

From: Luis Garcia
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 4:14:39 PM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Luis R Garcia Chavez
Long Beach 90802

Best,

From: John Trang
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 4:10:11 PM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. If Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system. Furthermore, if Metro tried to get an exemption, it would undoubtedly lead to litigation, which the taxpayers will pay for.

We need a Metro Board that makes hard decisions that serves LA County as a whole and and not wilt to the whims of a small albeit loud cohort of NIMBYs.

Thank you,
John Trang
[redacted]

From: Krista Shennum
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 3:07:18 PM

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Dear Metro Board:

I strongly support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance. Please support staff's recommendation, and vote no on 11.1.

I oppose Item 33. SB-79 is law in California. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Krista Shennum
[redacted]

From: Yesenia Nava
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 2:48:15 PM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Yesenia Nava

From: Marjorie Hunt
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 2:45:29 PM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system. More housing near transit is so essential to our city in order to face the climate crisis and remain livable.

Thank you,
Marjorie Hunt
[redacted]

From: Spam Account
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 1:37:28 PM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW (Right of Way), and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,

Darius
[redacted]

[redacted]

From:	Benjamin Jones
To:	Board Clerk
Subject:	(EXTERNAL) I oppose item 11.1, support item 11, support item 10, oppose item 33
Date:	Wednesday, January 21, 2026 1:26:34 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

I support Item 10 - please support Metro staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor. As a physician working at UCLA Health in Westwood, this project would have a direct positive impact on my ability to use Metro rail transit to get to work, would provide additional high-speed, high-reliability options to all of UCLA Health's staff, and **most importantly would make our offices and hospital more accessible to patients from downtown (via the D line extension), to the west side, to the valley.**

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Benjamin Jones, MD
Physician | UCLA Health
[redacted]

From: Adam Remba
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 1:10:57 PM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Adam R
[redacted]

From:	branko burcksen
To:	Board Clerk
Subject:	(EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date:	Wednesday, January 21, 2026 12:52:25 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

I live right by the Expo/Sepulveda Station, so SB-79 would have a huge impact on where I live and I FULLY support the changes it will bring. My life has changed and benefited immensely from living near a Metro station. I want as many people as possible to benefit from all the good living near a Metro station can bring them.

SB-79 makes that possible.

Thank you,
Branko Burcksen
[redacted]

From: Wesley Rowe
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 12:20:16 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Wesley Rowe
[redacted]

From: Josh Graybill
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 11:53:51 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,

Josh Graybill
[redacted]

From:	Reed Hazen
To:	Board Clerk
Subject:	(EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date:	Wednesday, January 21, 2026 11:20:40 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Reed Hazen
[redacted]

From: Kiersten Stanley
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 11:01:48 AM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor. This is a great project and if there are opportunities to speed this up (and the K-line Northern Extension) we should absolutely pursue them. I also look forward to seeing more automatic trains with world-class runtimes added throughout the Metro system.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system. Los Angeles is facing a historic, self-inflicted housing crisis that is particularly affecting young families and homeowners like me. Opposing SB-79 is irresponsible, backwards, and embarrassing. We need more dense housing around transit, and Metro of all organizations should support that goal.

Thank you,
Kiersten Stanley
[redacted]

From:	Graham Messadieh
To:	Board Clerk
Subject:	(EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date:	Wednesday, January 21, 2026 10:57:49 AM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Graham Messadieh

From: Paul Judah
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33
Date: Wednesday, January 21, 2026 10:53:27 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership. Support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
David Paul Judah
[redacted]

From: Matthew Litwiller
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 10:09:41 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Matthew Litwiller
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 10:07:09 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor. Alternative 5 will be extremely important for commuters getting from the valley to the westside and those working at UCLA, one of the largest employers in LA county.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system. Metro has a lot to gain from SB-79, both on current existing transit lines and future lines. Letting the fear of dense housing near transit stations dictate decisions is a losing strategy, please follow SB-79.

Thank you,
Brandon Taraku
[redacted]

From: Taylor Fife
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 10:04:48 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Taylor Fife
[redacted]

From: Nathan Schilling
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 9:48:07 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBYs, the majority of whom have not read the report. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 11. The LPA is a good compromise between local interests and transit rider interests. It gets us what we need in a not unreasonable amount of time and for significantly lower cost.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor. The automated heavy rail technology in this proposal has the potential to cause a modal shift in the region, getting a significant number of people out of their cars and greatly reducing traffic on the 405. We need this project to tie the region together.

I oppose Item 33. I campaigned in support of SB-79. I find it appalling that the metro board has decided to act with cowardice on this issue. Metro claims to be already building housing - plans are for 10,000 units. This is comically low. We need at least 100,000 or 1,000,000 units in Metro's jurisdiction to address the crushing housing affordability crisis we face in LA county. SB-79 empowers state and county officials to make those sweeping, necessary changes. Metro staff are concerned that SB-79 interferes with, or in some cases destroys, local partnerships that Metro builds to get transit projects done. This is a valid concern, but I think Metro board members fail to grasp that new partnerships can be forged; such as with community groups who support transit AND housing.

Instead of looking to the future, board members seem fixated on the past in this case; past community groups and past supporters. In dark times such as these, given the reckless actions of the current presidential administration, courage can be hard to find. But courage is like a muscle; the more you use it, the stronger it gets. This is one such time to exercise courage, courage for a brighter future where LA county does not face a housing affordability crisis, where Metro has increased political will for projects from other community groups like Streets for All, and where we can realize the promise of a brighter future for all Angelinos.

For these reasons, I hope the board decides to reject Item 33 - for a potential brighter future for

all Angelinos.

Thank you,
Nathan Schilling
[redacted]

From: Tisha Tuong
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 9:35:27 AM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Tisha

From: Britney Baker
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 9:23:51 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,

Britney B.
[redacted]

From: Kandy Valdez
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 9:19:42 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Kandy Valdez
[redacted]

From: Brenda Nuyen
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 7:11:47 AM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Brenda Nuyen

From: Yonah Gereboff
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 4:59:46 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Yonah Gereboff

From:	Kevin R. Dedicatoria
To:	Board Clerk
Subject:	(EXTERNAL) I support Agenda Item 10 with changes. I support item 11. I oppose item 11.1.
Date:	Wednesday, January 21, 2026 7:43:14 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Chair Dutra and Esteemed Members of the Board,

I support Agenda Item 11 and oppose Agenda Item 11.1. Metro owns the Right of Way (ROW) on the Locally Preferred Alternative (LPA) under the Agenda Item 11. The Hawthorne option under Agenda Item 11.1 leads to delays and at least an extra $700 million for the same ridership. I urge the L.A. Metro Board to support the staff recommendation, Agenda Item 11 and oppose Agenda Item 11.1.

I support Agenda Item 10 with changes to Modified Alternative 5 as the Locally Preferred Alternative (LPA). I advocate for a stop on Sherman Way as planned on Alternative 5 and an expansion of the Initial Operating Segment (IOS) to the Expo/Sepulveda E Line stop.

Sincerely,
Kevin Dedicatoria
Culver City
Transit advocate

From: Joel Wallerius
To: Board Clerk
Subject: (EXTERNAL) In Support of the Sepulveda Transit Corridor
Date: Wednesday, January 21, 2026 11:54:03 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Clerk,

I live in Hollywood, and I commuted to my work in Burbank, and then in Glendale, for many years using a combination of MTA buses and rail. My employer, the Walt Disney Company, provided an incentive program for using public transportation to commute to and from work. Public transportation in Los Angeles, while far from perfect, worked for me and provided an alternative to the stress and pollution caused by driving my car in LA traffic.

Public Transportation is viable and increasingly attractive in Los Angeles, facilitating reduced travel times, reduced environmental impact, and reduced traffic congestion.

I am in support of the Sepulveda Transit Corridor and the Modified Alternative 5 recommended by the Metro Board.

Sincerely,

Joel Wallerius

From: Paul Moreno
To: Board Clerk
Subject: (EXTERNAL) Item 10 and 11
Date: Wednesday, January 21, 2026 1:36:25 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Board of Directors,

I am writing on behalf of the Ironworkers 433 to express our strong support for items 10 and 11 on the agenda.

Specifically, we urge you to approve the LPA as modified under Alternative 5 item 10 and to approve the extension of the C Line item 11. These projects are vital to our community and the workforce.

Thank you for your time and for considering our position on these important matters.

Best regards,

Paul Moreno
Ironworkers Local 433

--

Paul Moreno
President
Business Agent
District Council Rep
Ironworkers Local 433
[redacted]

From: Ryan Japan
To: Board Clerk
Subject: (EXTERNAL) Metro Board comments for 1/22/2026 Meeting
Date: Wednesday, January 21, 2026 4:36:04 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello Metro Board,

For item # 2025-1062, though I was and still am in favor of Alt 4, if that is not an option I am For the proposal in order to support high quality, high capacity transit between the valley and the Westside.

For item # 2025-0818, I am For it as well in order to further expand transit to the South Bay and set the stage to expand the line to Long Beach.

For item # 2026-0037, I am Against it, as the Hawthorne option will likely come with so many construction difficulties that it will potentially jeopardize the project.

For item # 2025-0985, I am For it, in order to further support the financing of Measure M programs.

For item # 2026-0035 I am For this proposal as well, as reforming the LA Metro Board to better reflect the Counties overall transit needs as opposed to the concerns of a few NIMBY's is a must.

For item # 2025-1028, I am For this proposal as well, in order to ensure Phase 2B2 of the A Line Extension to Montclair is achieved.

For item # 2025-1081, I am For this proposal as it will expand access and public participation in transit governance in critical and necessary ways.

For item # 2025-1033, I am For the proposal in order to ensure a diversity high quality transit information and travel systems for the benefit of riders.

For item # 2025-1053, I am Against the measure, as the measure is a futile attempt at avoiding necessary housing improvement the City's and County desperately need.

Thank you so much.

From: Meghan Mather
To: Board Clerk
Subject: (EXTERNAL) Metro Board comments for 1/22/2026 Meeting
Date: Wednesday, January 21, 2026 4:37:11 PM

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Hello Metro Board,

For item # 2025-1062, though I was and still am in favor of Alt 4, if that is not an option I am For the proposal in order to support high quality, high capacity transit between the valley and the Westside.

For item # 2025-0818, I am For it as well in order to further expand transit to the South Bay and set the stage to expand the line to Long Beach.

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For item # 2025-1033, I am For the proposal in order to ensure a diversity high quality transit information and travel systems for the benefit of riders.

For item # 2025-1053, I am Against the measure, as the measure is a futile attempt at avoiding necessary housing improvement the City's and County desperately need.

Thank you so much,
Oliver Mather

"*Ask not what your country can do for you—ask what you can do for your country.*"
-John F. Kennedy

From: Mark O"Connor
To: Board Clerk
Subject: (EXTERNAL) Metro/The Dig
Date: Wednesday, January 21, 2026 2:31:56 PM
Attachments: METRO letter.docx

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Dear Metro Board:

Attached please find a letter from me, a constituent, with regard to the proposed tunneling under the Santa Monica Mountains.

Thank you for your attention to this matter.

Sincerely,

Mark O'Connor

From: Sharon Kopman
To: Board Clerk
Subject: (EXTERNAL) Modified Alternative 5 Response
Date: Wednesday, January 21, 2026 3:41:20 PM
Attachments: letter to METRO Board for Jan 22, 2026 mtg .docx

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Hello, please see the attached.

--
Sharon M. Kopman
[redacted]

From: Roberto Figueroa
To: Board Clerk
Subject: (EXTERNAL) Modified Alternative 5
Date: Wednesday, January 21, 2026 4:54:36 PM

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Los Angeles County Metropolitan Transportation Authority One Gateway Plaza Los Angeles, CA 90012
Dear Chair and Members of the Metro Board of Directors:
I am writing as a long time resident of the Santa Monica Mountains hillside community. I respectfully urge the Board not to adopt Modified Alternative 5 as the Locally Preferred Alternative (LPA) at this time. The alternative advanced by the Planning & Programming Committee on January 14, 2026, raises significant unresolved CEQA, safety, and procedural concerns that require further study before any responsible agency action can be taken.
1. Modified Alternative 5 was not disclosed or analyzed in the Draft EIR. Modified Alternative 5 poses a new alignment along Beverly Glen Boulevard that affects our community, but neither the DEIR nor public discourse made us aware of this new alternative. CEQA requires that an agency circulate for public review any new alternative that differs substantially from those analyzed in the Draft EIR and that may cause new or more severe impacts. Modified Alternative 5 introduces materially different alignments, tunneling depths, and portal locations that were never subject to public notice, technical review, or comment. Adoption of an undisclosed alternative at the LPA stage would undermine the integrity of the CEQA process and expose Metro to avoidable legal risk. which is causing were not made aware of this alignment during the public co
2. The geotechnical and seismic analysis remains incomplete. The Santa Monica Mountains contain complex faulting, landslide zones, and highly variable geology. The Draft EIR acknowledges data gaps and the need for additional borings and slope stability analysis. Modified Alternative 5 increases tunneling under steep, fire-prone terrain without providing the necessary geotechnical substantiation. Selecting an LPA without this information is premature and inconsistent with CEQA's requirement for informed decision-making.
3. Wildfire evacuation and emergency access impacts are inadequately addressed. The hillside communities along the alignment—including Bel Air, Beverly Glen, and surrounding neighborhoods—depend on a limited number of evacuation routes. The Draft EIR does not evaluate how construction closures, haul routes, or portal operations would affect evacuation times during a wildfire or seismic emergency. Modified Alternative 5 intensifies these risks by adding construction activity in constrained canyons without providing mitigation or alternatives analysis.
4. A recirculated Draft EIR is necessary before selecting an LPA. Given the introduction of a new alternative, the incomplete technical studies, and the potential for new significant impacts, Metro should direct staff to recirculate the Draft EIR with a complete alternatives analysis and updated technical sections. This approach strengthens the project, improves public trust, and reduces litigation exposure.
5. A more balanced and publicly vetted alternative remains achievable. Metro has the

opportunity to advance an alternative that meets mobility goals while respecting the environmental constraints of the Santa Monica Mountains and the safety needs of hillside communities. A recirculated EIR would allow for a fair comparison of feasible alternatives, including those with lower geotechnical and evacuation risks. Please revisit an alternative that would run along or underneath the 405 Freeway.

I support the effort to create a public transit between the San Fernando Valley and the Westside. However, due to these reasons, I respectfully request that the Board decline to adopt Modified Alternative 5 and instead direct staff to complete the necessary studies and recirculate the Draft EIR. This is the most responsible path forward for both the region and the communities directly affected by this project.

Thank you for your consideration and for your service to Los Angeles County.

Sincerely,

--

Roberto Figueroa MD PhD

[redacted]

From:	Bob Blue
To:	Board Clerk
Subject:	(EXTERNAL) MTA Board meeting of Jan 22, 2026, Agenda Item 10
Date:	Wednesday, January 21, 2026 5:00:38 PM
Attachments:	CityWatch LA - The Sepulveda Transit Co...ivot is a Failure of Transit Democracy 01-15-2026.pdf

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Dear MTA Board Members,

I have attached a PDF of the CityWatchLA article that I wrote in response to the Planning and Programming Committee meeting of Jan 14, 2026, Agenda Item 10.

To the Board Clerk, please include this in the MTA meeting package.

From: Virginia M. Castle
To: Board Clerk
Subject: (EXTERNAL) OBJECTION to the Adoption of Modified Alternative 5 Sepulveda Transit Corridor Project
Date: Wednesday, January 21, 2026 4:29:01 PM

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January 21, 2026
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Re: Opposition to Adoption of Modified Alternative 5 – Sepulveda Transit Corridor Project

Dear Chair and Members of the Metro Board of Directors:

I am writing as a long-time resident of the Santa Monica Mountains hillside community. I respectfully urge the Board **not to adopt Modified Alternative 5** as the Locally Preferred Alternative (LPA) at this time. The alternative advanced by the Planning & Programming Committee on January 14, 2026, raises significant unresolved CEQA, safety, and procedural concerns that require further study before any responsible agency action can be taken.

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these risks by adding construction activity in constrained canyons without providing mitigation or alternatives analysis.

4. A recirculated Draft EIR is necessary before selecting an LPA.
Given the introduction of a new alternative, the incomplete technical studies, and the potential for new significant impacts, Metro should direct staff to **recirculate the Draft EIR** with a complete alternatives analysis and updated technical sections. This approach strengthens the project, improves public trust, and reduces litigation exposure.

5. A more balanced and publicly vetted alternative remains achievable.
Metro has the opportunity to advance an alternative that meets mobility goals while respecting the environmental constraints of the Santa Monica Mountains and the safety needs of hillside communities. A recirculated EIR would allow for a fair comparison of feasible alternatives, including those with lower geotechnical and evacuation risks. *Please revisit an alternative that would run along or underneath the 405 Freeway.*

I support the effort to create a public transit between the San Fernando Valley and the Westside. However, due to these reasons, I respectfully request that the Board **decline to adopt Modified Alternative 5** and instead direct staff to complete the necessary studies and recirculate the Draft EIR. This is the most responsible path forward for both the region and the communities directly affected by this project.

Thank you for your consideration and for your service to Los Angeles County.

Sincerely,
Virginia Castle

Resident of the Beverly Glen Mountains.

From: Sabrina Azirian
To: Board Clerk
Subject: (EXTERNAL) Opposition of metro
Date: Wednesday, January 21, 2026 11:33:05 AM

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January 21, 2026
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Re: Opposition to Adoption of Modified Alternative 5 – Sepulveda Transit Corridor Project

Dear Chair and Members of the Metro Board of Directors:

I am writing as a longtime resident of the Santa Monica Mountains hillside community. I respectfully urge the Board **not to adopt Modified Alternative 5** as the Locally Preferred Alternative (LPA) at this time. The alternative advanced by the Planning & Programming Committee on January 14, 2026, raises significant unresolved CEQA, safety, and procedural concerns that require further study before any responsible agency action can be taken.

1. Modified Alternative 5 was not disclosed or analyzed in the Draft EIR.
Modified Alternative 5 poses a new alignment along Beverly Glen Boulevard that affects our community, but neither the DEIR nor public discourse made us aware of this new alternative. CEQA requires that an agency circulate for public review any new alternative that differs substantially from those analyzed in the Draft EIR and that may cause new or more severe impacts. Modified Alternative 5 introduces materially different alignments, tunneling depths, and portal locations that were never subject to public notice, technical review, or comment. Adoption of an undisclosed alternative at the LPA stage would undermine the integrity of the CEQA process and expose Metro to avoidable legal risk. which is causing were not made aware of this alignment during the public co

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The Santa Monica Mountains contain complex faulting, landslide zones, and highly variable geology. The Draft EIR acknowledges data gaps and the need for additional borings and slope stability analysis. Modified Alternative 5 increases tunneling under steep, fireprone terrain without providing the necessary geotechnical substantiation. Selecting an LPA without this information is premature and inconsistent with CEQA's requirement for informed decisionmaking.

3. Wildfire evacuation and emergency access impacts are inadequately addressed.

The hillside communities along the alignment—including Bel Air, Beverly Glen, and surrounding neighborhoods—depend on a limited number of evacuation routes. The Draft EIR does not evaluate how construction closures, haul routes, or portal operations would affect evacuation times during a wildfire or seismic emergency. Modified Alternative 5 intensifies these risks by adding construction activity in constrained canyons without providing mitigation or alternatives analysis.

4. A recirculated Draft EIR is necessary before selecting an LPA.
Given the introduction of a new alternative, the incompletetechnical studies, and the potential for new significant impacts, Metro should direct staff to **recirculate the Draft EIR** with a complete alternatives analysis and updated technical sections. This approach strengthens the project, improves public trust, and reduces litigation exposure.

5. A more balanced and publicly vetted alternative remains achievable.
Metro has the opportunity to advance an alternative that meets mobility goals while respecting the environmental constraints of the Santa Monica Mountains and the safety needs of hillside communities. A recirculated EIR would allow for a fair comparison of feasible alternatives, including those with lower geotechnical and evacuation risks. Please revisit an alternative that would run along or underneath the 405 Freeway.

I support the effort to create a public transit between the San Fernando Valley and the Westside. However, due to these reasons, I respectfully request that the Board **decline to adoptModified Alternative 5** and instead direct staff to complete the necessary studies and recirculate the Draft EIR. This is the most responsible path forward for both the region and the communities directly affected by this project.

Thank you for your consideration and for your service to Los Angeles County.

Sincerely,

Sabrina Hovsepian

Charlie, Grace, Wyatt, and Sadie's mom Sent from my iPhone so please excuse any errors.

From: Evan Silver
To: Board Clerk
Subject: (EXTERNAL) Opposition to Adoption of Modified Alternative 5 – Sepulveda Transit Corridor Project
Date: Wednesday, January 21, 2026 3:19:11 PM

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Dear Chair and Members of the Metro Board of Directors:

I am writing as a 16-year resident of the Santa Monica Mountains hillside community. I respectfully urge the Board NOT to adopt Modified Alternative 5 as the Locally Preferred Alternative (LPA) at this time. The alternative advanced by the Planning & Programming Committee on January 14, 2026, raises significant unresolved CEQA, safety, and procedural concerns that require further study before any responsible agency action can be taken.

1. Modified Alternative 5 was not disclosed or analyzed in the Draft EIR.
Modified Alternative 5 poses a new alignment along Beverly Glen Boulevard that affects our community, but neither the DEIR nor public discourse made us aware of this new alternative. CEQA requires that an agency circulate for public review any new alternative that differs substantially from those analyzed in the Draft EIR and that may cause new or more severe impacts. Modified Alternative 5 introduces materially different alignments, tunneling depths, and
portal locations that were never subject to public notice, technical review, or comment. Adoption
of an undisclosed alternative at the LPA stage would undermine the integrity of the CEQA process and expose Metro to avoidable legal risk.

2. The geotechnical and seismic analysis remains incomplete.
The Santa Monica Mountains contain complex faulting, landslide zones, and highly variable geology. The Draft EIR acknowledges data gaps and the need for additional borings and slope stability analysis. Modified Alternative 5 increases tunneling under steep, fireprone terrain without providing the necessary geotechnical substantiation. Selecting an LPA without this information is premature and inconsistent with CEQA's requirement for informed decision making.

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The hillside communities along the alignment—including Bel Air, Beverly Glen, and surrounding neighborhoods—depend on a limited number of evacuation routes. The Draft EIR does not evaluate how construction closures, haul routes, or portal operations would affect evacuation times during a wildfire or seismic emergency. Modified Alternative 5 intensifies these
risks by adding construction activity in constrained canyons without providing mitigation or alternatives analysis.

4. A recirculated Draft EIR is necessary before selecting an LPA.
Given the introduction of a new alternative, the incomplete technical studies, and the potential for new significant impacts, Metro should direct staff to recirculate the Draft EIR with a complete alternatives analysis and updated technical sections. This approach strengthens the project, improves public trust, and reduces litigation exposure.

5. A more balanced and publicly vetted alternative remains achievable.
Metro has the opportunity to advance an alternative that meets mobility goals while respecting the environmental constraints of the Santa Monica Mountains and the safety needs of hillside communities. A recirculated EIR would allow for a fair comparison of feasible alternatives, including those with lower geotechnical and evacuation risks. Please revisit an alternative that would run along or underneath the 405 Freeway.

I support the effort to create public transit between the San Fernando Valley and the Westside. However, due to these reasons, I respectfully request that the Board DECLINE to adopt Modified Alternative 5 and instead direct staff to complete the necessary studies and recirculate the Draft EIR. This is the most responsible path forward for both the region and the communities directly affected by this project.

Thank you for your consideration and for your service to Los Angeles County.

Sincerely,
Evan Silver

From: Joan Herman
To: Board Clerk
Subject: (EXTERNAL) Opposition to Adoption of Modified Alternative 5 -- Sepulveda Transit Corridor Project.
Date: Wednesday, January 21, 2026 11:42:44 AM

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January 21, 2026
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Re: Opposition to Adoption of Modified Alternative 5 – Sepulveda Transit Corridor Project

Dear Chair and Members of the Metro Board of Directors:

I am writing as a long-time resident of the Santa Monica Mountains hillside community. I support the goals of the Sepulveda Transit Corredor Project but I respectfully urge the Board **not to adopt Modified Alternative 5** as the Locally Preferred Alternative (LPA) at this time. The alternative advanced by the Planning & Programming Committee on January 14, 2026, raises significant unresolved CEQA, safety, and procedural concerns that require further study before any responsible agency action can be taken. The public, and especially affected communities, need full information on Metro plans and alternatives and clear reasons for their decision-making.

1. Modified Alternative 5 was not disclosed or analyzed in the Draft EIR.
Modified Alternative 5 poses a new alignment along Beverly Glen Boulevard that affects our community, but neither the DEIR nor public discourse made us aware of this new alternative. CEQA requires that an agency circulate for public review any new alternative that differs substantially from those analyzed in the Draft EIR and that may cause new or more severe impacts. Modified Alternative 5 introduces materially different alignments, tunneling depths, and portal locations that were never subject to public notice, technical review, or comment. Adoption of an undisclosed alternative at the LPA stage would undermine the integrity of the CEQA process and expose Metro to avoidable legal risk.

2. The geotechnical and seismic analysis remains incomplete.
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3. Wildfire evacuation and emergency access impacts are inadequately addressed.
The hillside communities along the alignment—including Bel Air, Beverly Glen, and surrounding neighborhoods—depend on a limited number of evacuation routes. The Draft EIR

does not evaluate how construction closures, haul routes, or portal operations would affect evacuation times during a wildfire or seismic emergency. Modified Alternative 5 intensifies these risks by adding construction activity in constrained canyons without providing mitigation or alternatives analysis.

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5. A more balanced and publicly vetted alternative remains achievable.
Metro has the opportunity to advance an alternative that meets mobility goals while respecting the environmental constraints of the Santa Monica Mountains and the safety needs of hillside communities. A recirculated EIR would allow for a fair comparison of feasible alternatives, including those with lower geotechnical and evacuation risks. *Please revisit an alternative that would run along or underneath the 405 Freeway.*

I support the effort to create a public transit between the San Fernando Valley and the Westside. However, due to these reasons, I respectfully request that the Board **decline to adopt Modified Alternative 5** and instead direct staff to complete the necessary studies and recirculate the Draft EIR. This is the most responsible path forward for both the region and the communities directly affected by this project.

Thank you for your consideration and for your service to Los Angeles County.

Sincerely,
Joan Herman
[redacted]

From: Annie Wishingrad
To: Board Clerk
Subject: (EXTERNAL) Opposition to Adoption of Modified Alternative 5 – Sepulveda Transit Corridor Project
Date: Wednesday, January 21, 2026 11:03:47 AM
Attachments: LTA20260121 METRO Board for Jan 22, 2026 mtg .pdf

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Please see my letter attached hereto.

Annie Wishingrad

--

Annie Wishingrad

Certified Specialist- Family Law
The State Bar of California Board of Legal Specialization

International Academy of Family Lawyers-Fellow

Law and Mediation Offices of Annie Wishingrad

[redacted]

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(including any attachments) is not intended or written to be used, and cannot be used for the purpose of (i) avoiding penalties that may be imposed under the U.S. Internal Revenue Code or (ii) promoting, marketing or recommending to another party any transaction or matter addressed herein.

From: Ellen Michel
To: Board Clerk
Subject: (EXTERNAL) Opposition to Adoption of Modified Alternative 5 – Sepulveda Transit Corridor Project
Date: Wednesday, January 21, 2026 3:39:14 PM

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January 21, 2026
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Re: Opposition to Adoption of Modified Alternative 5 – Sepulveda Transit Corridor Project

Dear Chair and Members of the Metro Board of Directors:

I am writing as a longtime resident of the Santa Monica Mountains hillside community. I respectfully urge the Board **not to adopt Modified Alternative 5** as the Locally Preferred Alternative (LPA) at this time. The alternative advanced by the Planning & Programming Committee on January 14, 2026, raises significant unresolved CEQA, safety, and procedural concerns that require further study before any responsible agency action can be taken.

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I support the effort to create a public transit between the San Fernando Valley and the Westside. However, due to these reasons, I respectfully request that the Board **decline to adoptModified Alternative 5** and instead direct staff to complete the necessary studies and recirculate the Draft EIR. This is the most responsible path forward for both the region and the communities directly affected by this project.

Thank you for your consideration and for your service to Los Angeles County.

Sincerely,

Ellen Michel

Sent from my iPhone

From: Patricia Brill
To: Board Clerk
Subject: (EXTERNAL) Opposition to alternative 5
Date: Wednesday, January 21, 2026 10:27:38 AM

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January 21, 2026
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Re: Opposition to Adoption of Modified Alternative 5 – Sepulveda Transit Corridor Project

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Given the introduction of a new alternative, the incompletetechnical studies, and the potential for new significant impacts, Metro should direct staff to **recirculate the Draft EIR** with a complete alternatives analysis and updated technical sections. This approach strengthens the project, improves public trust, and reduces litigation exposure.

5. A more balanced and publicly vetted alternative remains achievable.
Metro has the opportunity to advance an alternative that meets mobility goals while respecting the environmental constraints of the Santa Monica Mountains and the safety needs of hillside communities. A recirculated EIR would allow for a fair comparison of feasible alternatives, including those with lower geotechnical and evacuation risks. Please revisit an alternative that would run along or underneath the 405 Freeway.

I support the effort to create a public transit between the San Fernando Valley and the Westside. However, due to these reasons, I respectfully request that the Board **decline to adoptModified Alternative 5** and instead direct staff to complete the necessary studies and recirculate the Draft EIR. This is the most responsible path forward for both the region and the communities directly affected by this project.

Thank you for your consideration and for your service to Los Angeles County.

Sincerely,

Patricia and Michael Brill

From: Amy Jacobs
To: Board Clerk
Subject: (EXTERNAL) Opposition to Modified Alternative 5 - Sepulveda Transit Corridor Project
Date: Wednesday, January 21, 2026 3:55:39 PM
Attachments: Letter to LACMTA.pdf

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Please see attached letter in opposition to Modified Alternative 5.

Amy Osran Jacobs, Esq.
Webster Kaplan LLP
[redacted]

This message and its contents are confidential and may contain privileged information intended only for the addressee or the intended recipient ("Recipient"). If you are not the Recipient, you may not use, copy or disclose to anyone any information contained in this message. If you have received this message in error, please advise the sender by reply e-mail, delete this message and any attachments, and destroy any hard copies printed. Thank you.

From: Grant Silver
To: Board Clerk
Subject: (EXTERNAL) Opposition to Adoption of Modified Alternative 5 – Sepulveda Transit Corridor Project
Date: Wednesday, January 21, 2026 3:52:12 PM

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Los Angeles County Metropolitan Transportation Authority One Gateway Plaza Los Angeles, CA 90012

From: Carolina Carrasco
To: Board Clerk
Subject: (EXTERNAL) Opposition to Adoption of Modified Alternative 5 – Sepulveda Transit Corridor Project
Date: Wednesday, January 21, 2026 4:44:26 PM

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Los Angeles County Metropolitan Transportation Authority One Gateway Plaza Los Angeles, CA 90012
Dear Chair and Members of the Metro Board of Directors:
I am writing as a long time resident of the Santa Monica Mountains hillside community. I respectfully urge the Board not to adopt Modified Alternative 5 as the Locally Preferred Alternative (LPA) at this time. The alternative advanced by the Planning & Programming Committee on January 14, 2026, raises significant unresolved CEQA, safety, and procedural concerns that require further study before any responsible agency action can be taken.
1. Modified Alternative 5 was not disclosed or analyzed in the Draft EIR. Modified Alternative 5 poses a new alignment along Beverly Glen Boulevard that affects our community, but neither the DEIR nor public discourse made us aware of this new alternative. CEQA requires that an agency circulate for public review any new alternative that differs substantially from those analyzed in the Draft EIR and that may cause new or more severe impacts. Modified Alternative 5 introduces materially different alignments, tunneling depths, and portal locations that were never subject to public notice, technical review, or comment. Adoption of an undisclosed alternative at the LPA stage would undermine the integrity of the CEQA process and expose Metro to avoidable legal risk. which is causing were not made aware of this alignment during the public co
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3. Wildfire evacuation and emergency access impacts are inadequately addressed. The hillside communities along the alignment—including Bel Air, Beverly Glen, and surrounding neighborhoods—depend on a limited number of evacuation routes. The Draft EIR does not evaluate how construction closures, haul routes, or portal operations would affect evacuation times during a wildfire or seismic emergency. Modified Alternative 5 intensifies these risks by adding construction activity in constrained canyons without providing mitigation or alternatives analysis.
4. A recirculated Draft EIR is necessary before selecting an LPA. Given the introduction of a new alternative, the incomplete technical studies, and the potential for new significant impacts, Metro should direct staff to recirculate the Draft EIR with a complete alternatives analysis and updated technical sections. This approach strengthens the project, improves public trust, and reduces litigation exposure.
5. A more balanced and publicly vetted alternative remains achievable. Metro has the

opportunity to advance an alternative that meets mobility goals while respecting the environmental constraints of the Santa Monica Mountains and the safety needs of hillside communities. A recirculated EIR would allow for a fair comparison of feasible alternatives, including those with lower geotechnical and evacuation risks. Please revisit an alternative that would run along or underneath the 405 Freeway.

I support the effort to create a public transit between the San Fernando Valley and the Westside. However, due to these reasons, I respectfully request that the Board decline to adopt Modified Alternative 5 and instead direct staff to complete the necessary studies and recirculate the Draft EIR. This is the most responsible path forward for both the region and the communities directly affected by this project.

Thank you for your consideration and for your service to Los Angeles County.

Sincerely,

Carolina Carrasco, PhD

From: Kelly Tiffan
To: Board Clerk
Subject: (EXTERNAL) Public Comment – Jan 22 Board Meeting – Modified Alternative 5 (Sepulveda Transit Corridor)
Date: Wednesday, January 21, 2026 4:16:53 PM
Attachments: METRO letter.docx

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Dear Metro Board:

Attached please find a letter from me, a constituent, with regard to the proposed digging/tunneling for a new Metro under Beverly Glen Boulevard South of Mulholland.

I have serious concern this has not been thoroughly researched nor vetted in a physical or practical manner.

The subterranean tectonic plates pressuring the fault lines could be severely impacted causing seismic waves and earthquakes resulting in unknown scales of damage to both communities as well as people riding the Metro.

Thank you for your attention to this matter.

Sincerely,

Kelly O'Connor

From: Frank Liu
To: Board Clerk
Subject: (EXTERNAL) Public Comment – Jan 22 Board Meeting – Modified Alternative 5 (Sepulveda Transit Corridor)
Date: Wednesday, January 21, 2026 2:09:28 PM

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January 21, 2026
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Re: Opposition to Adoption of Modified Alternative 5 – Sepulveda Transit Corridor Project

Dear Chair and Members of the Metro Board of Directors:

I am writing as a long time resident of the Santa Monica Mountains hillside community. I respectfully urge the Board **not to adopt Modified Alternative 5** as the Locally Preferred Alternative (LPA) at this time. The alternative advanced by the Planning & Programming Committee on January 14, 2026, raises significant unresolved CEQA, safety, and procedural concerns that require further study before any responsible agency action can be taken.

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mitigation or alternatives analysis.

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I support the effort to create a public transit between the San Fernando Valley and the Westside. However, due to these reasons, I respectfully request that the Board **decline to adopt Modified Alternative 5** and instead direct staff to complete the necessary studies and recirculate the Draft EIR. This is the most responsible path forward for both the region and the communities directly affected by this project.

Thank you for your consideration and for your service to Los Angeles County.

Sincerely,

Frank Liu
[redacted]
[redacted]

From: Gita Amar
To: Board Clerk
Subject: (EXTERNAL) Public Comment – Jan 22 Board Meeting – Modified Alternative 5 (Sepulveda Transit Corridor)
Date: Wednesday, January 21, 2026 1:20:27 PM

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January 21, 2026
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012
Re: Opposition to Adoption of Modified Alternative 5 – Sepulveda Transit Corridor Project

Dear Chair and Members of the Metro Board of Directors:

I am writing as a longtime resident of the Santa Monica Mountains hillside community. I respectfully urge the Board not to adopt Modified Alternative 5 as the Locally Preferred Alternative (LPA) at this time. The alternative advanced by the Planning & Programming Committee on January 14, 2026, raises significant unresolved CEQA, safety, and procedural concerns that require further study before any responsible agency action can be taken.
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I support the effort to create a public transit between the San Fernando Valley and the Westside.
However, due to these reasons, I respectfully request that the Board decline to adopt Modified Alternative 5 and instead direct staff to complete the necessary studies and recirculate the Draft
EIR. This is the most responsible path forward for both the region and the communities directly
affected by this project. We are already living in a very congested commuting area and an EIR needs to be considred for all of the reasons outliend above and impact to the hillsides does not appear to be vetted as best as it should for geotechnical and safety risks to the stability of the hillside.

Thank you for your consideration.

Sincerely,
Gita Amar

From: Linda C. Katiraei, MPH
To: Board Clerk
Subject: (EXTERNAL) Public Comment – Jan 22 Board Meeting – Modified Alternative 5
Date: Wednesday, January 21, 2026 1:15:20 PM

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Dear Chair and Members of the Metro Board of Directors:
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I support the effort to create a public transit between the San Fernando Valley and the Westside.
However, due to these reasons, I respectfully request that the Board decline to adopt Modified Alternative 5 and instead direct staff to complete the necessary studies and recirculate the Draft
EIR. This is the most responsible path forward for both the region and the communities directly
affected by this project.
Thank you for your consideration and for your service

Linda C. Katiraei, MPH

From:	Uzy Blachman
To:	Board Clerk
Subject:	(EXTERNAL) Public Comment – Jan 22 Board Meeting – Modified Alternative 5 (Sepulveda Transit Corridor)
Date:	Wednesday, January 21, 2026 10:02:26 AM
Attachments:	Sample letter to METRO Board for Jan 22, 2026 mtg .docx

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From:	Beth Kase
To:	Board Clerk
Subject:	(EXTERNAL) Public Comment – Jan 22 Board Meeting – Modified Alternative 5 (Sepulveda Transit Corridor) - File 2025-1062- Item 10"
Date:	Wednesday, January 21, 2026 9:04:04 AM
Attachments:	Letter to METRO Board for Jan 22, 2026 mtg re Sepulveda Corridor Transit Project.docx

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Dear Board Clerk,
Please circulate my attached letter to the METRO Board regarding the Jan. 22, 2026 Board Meeting - File 2025, Item 10.
Thank you.
Beth Kase
[redacted]

From:	MARLENE ANSELL
To:	Board Clerk
Subject:	(EXTERNAL) PUBLIC COMMENT - JAN 22 BOARD MEETING - MODIFIED ALTERNATIVE 5 (SEPULVEDA TRANSIT CORRIDOR)
Date:	Wednesday, January 21, 2026 4:50:00 PM

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DEAR CHAIR AND MEMBERS OF THE METRO ALTERNATIVE 5 - SEPULVEDA TRANSIT CORRIDOR PROJECT.

As a resident of Beverly Glenn I urge the Board not to adopt Modified Alternative 5.

Our commute from Beverly Glenn to the Valley and from Beverly Glenn to UCLA etc. is a nightmare now at commute times etc.

Beverly Glenn is narrow and would be subject to massive delays if this project goes through.

Drilling would be a noise nightmare.

Please reconsider this route .

Thank You.

Marlene and Gerald Ansell

From:	Daniel Joye
To:	Board Clerk
Subject:	(EXTERNAL) Public Comment – Jan 22 Board Meeting – Modified Alternative 5 (Sepulveda Transit Corridor)
Date:	Wednesday, January 21, 2026 4:51:10 PM

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As the residents in the hills of the area affected, I believe this project is hugely disruptive, but also a financial pit. Has California learned nothing from its high-speed rail pet project? This will not only disrupt our community, but it will probably create a huge deficit for LA City/County. We need to stop doing pharaonic projects that will never provide any difference to commuters. The reality is that Los Angelinos do not use public transit for the most part, and this is not likely to change even with a subway below a mountain. I listened in to when this was presented to the Board of Supervisors. There was virtually no discussion on the actual cost and potential overruns. Likely, no one will be held accountable for the huge cost overage that will occur. I really urge people to have some sense of economic reality. I did not see any double-checking either of the actual numbers and expectations of commuters using this transit corridor. This is not an end-to-end solution. People still have to figure out the last mile. And that still hasn't been debated upon.

I urge the Board of Supervisors to not make the same mistake as the high-speed rail in California. Money pit is really the first thing that comes to mind. Enormous disruption is the second. And finally, very little to show for it by the end since this probably won't change commuters' behaviors at all.

--

Daniel Joye
[redacted]

From: Diane Bartine
To: Board Clerk
Subject: (EXTERNAL) Public Comment / Sepulveda Transit Corridor
Date: Wednesday, January 21, 2026 4:21:07 PM
Attachments: Sample letter to METRO Board for Jan 22, 2026 mtg .docx

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I am a resident of Bel Air Ridge and I am vehemently opposed to this project!!

Diane Bartine

From: Steven Tham
To: Board Clerk
Subject: (EXTERNAL) Public Comment for 1/22/26 Regular Board Meeting
Date: Wednesday, January 21, 2026 1:45:58 PM

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I would like to submit this public comment for the Regular Board Meeting on 1/22/26, for agenda item 10 (Sepulveda Transit Corridor Project).

re: Agenda Item 10, SEPULVEDA TRANSIT CORRIDOR PROJECT.

I am writing in support and FOR a modified Alternative 5: Heavy rail transit underground between the Van Nuys Metrolink Station and the E Line Expo/Sepulveda Station.

I am a resident in the neighborhood close to the SFV portion of this proposed line and I write in FAVOR of this agenda item.

This proposed line would provide very useful and convenient connections to existing Metro lines, allowing for efficient and seamless transfers among Metro transit lines. Our city needs more transit options that get people from one corner to another with connections that are as seamless and simple as possible. Options like this modified Alternative 5, that connect directly to the MetroLink station, G Line, K line, and lie in close proximity to high-ridership destinations (UCLA/Westwood and in the future, LAX) can be transformative for our city. This would be an important step to improve transit in our city that would bring us closer to what other world-class cities offer for non-automobile transportation.

Thank you

Steven Tham

On Tue, Jan 13, 2026, 20:43 Steven Tham [redacted] wrote:

> Public Comment for 1/14 Planning and Programming Committee Meeting 11:00AM
>
> re: Agenda Item 10, SEPULVEDA TRANSIT CORRIDOR PROJECT.
>
> I am writing in support and FOR a modified Alternative 5: Heavy rail transit underground between the Van Nuys Metrolink Station and the E Line

Expo/Sepulveda
Station .

I am a resident in the neighborhood close to the SFV portion of this proposed line and I write in FAVOR of this agenda item.

This proposed line would provide very useful and convenient connections to existing Metro lines, allowing for
efficient and seamless transfers among Metro transit lines. Our city needs more transit options that get people from one corner
to another with connections that are as un-burdened as possible. Options like this modified Alternative 5, that connect directly to the MetroLink station, G Line, K line, and lie in close
proximity to high-employment destinations (UCLA/Westwood) can be transformative for our city.

Thank you
Steven Tham

From: MILES BUNNELL
To: Board Clerk
Subject: (EXTERNAL) Public comment for the metro sepulveda transit corridor
Date: Wednesday, January 21, 2026 4:18:58 PM

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Hi, my name is Miles Bunnell and I am a resident of west LA. I am emailing my public comment in advance of tomorrow's meeting to express my opinion on the Sepulveda Transit Corridor project.

As a student of Santa Monica College I feel that rather than simply accepting Alternative 5 as is, Metro should study an alternative southern station at the Expo/Bundy Station

- Metro should conduct the studies needed to determine if a station at Expo/Sepulveda or a station at Expo/Bundy is the superior end point based upon ridership opportunities (for SMC Students) in both the near and long term.

Extending to the Bundy E Line station has the following benefits:

- Bundy Metro station already has direct access to Bundy campus and Main campus via BBB lines and/ or the Metro E line.

- The college plans to build student and faculty housing at the Bundy campus, further increasing the need for transit options.
- The Bundy stop would bring the Sepulveda Pass route over to the west side of the 405 freeway, which would make it much easier to access for anyone wanting to continue west, since they would be past the perpetual traffic that comes with the on/off ramps at those intersections.
- Having the line stop at Bundy sets up the line to be extended further south in the future, which could benefit all those who will want to visit the Great Park, which will be built on the site of the Santa Monica Airport when it closes at the end of 2028…and then further on to LMU, Playa Vista, Westchester, and LAX.

Thank you,
Miles Bunnell

From: Rao, Geetha, M.D.
To: Board Clerk
Subject: (EXTERNAL) Public comment- Jan 22 Board Meeting-Modified Alternative 5 (Sepulveda Transit Corridor)
Date: Wednesday, January 21, 2026 2:18:56 PM

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I am writing this letter to state my opposition to Modified Alternative 5 (Sepulveda Transit Corridor) plan.
I live in the Beverly Glen area and feel that this would be disruptive to the many houses in the area. I also question the safety of this and the impact it will have on our community.

Thank you,
Geetha Rao

From: geetha rao <[redacted]
Sent: Wednesday, January 21, 2026 1:20 PM
To: Rao, Geetha, M.D. <Geetha.Rao@cshs.org>
Subject: [External] Fwd: [bar-chat] Sample Letter to Send to METRO BOARD TODAY re Sepulveda Transit Project SUBWAY

Sent from my iPhone

Begin forwarded message:

> **From:** "Beth Kase via groups.io" [redacted]
> **Date:** January 21, 2026 at 9:29:00 AM PST
> **To:** Bar Chat Grp <bar-chat@groups.io>
> **Subject: [bar-chat] Sample Letter to Send to METRO BOARD TODAY re Sepulveda Transit Project SUBWAY**
> **Reply-To:** bar-chat@groups.io
>
> Dear BAR Community,
> For those of you who are concerned about the new Modified Alternative 5 which will run under our community, I am attaching a sample letter to the METRO Board.
> In order for your comments to be distributed to the Board, it must be sent **TODAY BEFORE 5 pm.**
> • Send to: BoardClerk@metro.net
> • Deadline: Before 5:00 PM on Wednesday, January 21, 2026

• Emails received after 5 PM do not go to the full Board.
• Subject line suggestion: “Public Comment – Jan 22 Board Meeting – Modified Alternative 5 (Sepulveda Transit Corridor)”
This method is meant to ensure that your comment is distributed to all Board Members before the vote.

As I wrote to you previously, METRO Planning Committee is very enthusiastic about this option. It is unlikely that our letters will make a difference.
Even though our letters probably will not affect the vote, I think it's beneficial to send them to make a public record of our concerns.
I have heard that Bel Air Association has engaged or is engaging legal counsel. I don't have details.
I have heard that a City spokesman said that the subway will involve surface drilling in the Valley and in Westwood, and all drilling under the hillside will be underground which will minimize impact to our community. However, representatives of Bel Air Assn and of the Bel Air-Beverly Crest Neighborhood Council told me that they have doubts about this. These representatives have been involved with this process for a long time, and they are concerned that that our communities will be affected. I am new to this issue (only learned about it when Dan sent out the notice ~ Jan 9), and I am trying to get up to speed as best I can.

Jill advised me yesterday that BAR Board has decided not to take a position.
Personally, I like the idea of public transit between the Valley and the Westside, but I want our community to be protected.
Thanks for your concerns.
Beth Kase

Groups.io Links:

You receive all messages sent to this group.

View/Reply Online (#10801) | Reply to Group | Reply to Sender | Mute This Topic | New Topic
Your Subscription | Contact Group Owner | Unsubscribe [grao16@hotmail.com]

IMPORTANT WARNING: This message is intended for the use of the person or entity to which it is addressed and may contain information that is privileged and confidential, the disclosure of which is governed by applicable law. If the reader of this message is not the

intended recipient, or the employee or agent responsible for delivering it to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this information is strictly prohibited. Thank you for your cooperation.

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) re: Modified Alternative 5
Date: Wednesday, January 21, 2026 9:46:13 AM
Attachments: METRO Board for Jan 22, 2026 mtg.docx

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Please find the enclosed letter opposing the Modified Alternative 5 and the reasons for the request.

Pleas also note that my office is at 8383 Wilshire Blvd, Beverly Hills and we all know how that project is progressing.
It is hard enough to handle this at work, please do not disturb my residence as well.

Thank you in advance.

Very truly yours,

Sandra Moshi

From:	Abel Rivera
To:	Board Clerk
Subject:	(EXTERNAL) RE: Public Comment on Items 10, 11, 12
Date:	Wednesday, January 21, 2026 8:24:52 AM

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Good morning,

I would like to express my support for Item 10, specifically selecting Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor Project. Choosing this alternative will have numerous benefits for the entire L.A. region, and I urge the Board to prioritize the best alternative for one of the most important transportation projects in recent history. Alternative 5 will ensure fast, frequent, reliable transit connecting the Westside and Valley, with automated trains and better connections to the Metro G line, Metro ESFV Project, as well as Metrolink and the Pacific Surfliner.

Additionally, I would like to express my support for the approval of the Hybrid Alignment LPA for Item 11. I urge the board to reject Motion 11.1 by Director Mitchell to advance the Hawthorne Alignment. The Hawthorne alignment is far more expensive, and does not utilize the existing Right-Of-Way that Metro already owns. Selecting the Hybrid Alignment will ensure the South Bay gets the transit it deserves, utilizing existing freight corridors while using state-of-the-art safety technologies. Selecting the Hawthorne Alignment will lead to a large budget deficit and further delay the project with billions of missing funding. Therefore, I urge the Board to approve the Hybrid Alignment and advance the C/K Line Southern Extension.

Thank you for the opportunity to comment.

From: Nick Cardenas
To: Board Clerk
Subject: (EXTERNAL) RE: Public Comment on Items 10, 11, 12
Date: Wednesday, January 21, 2026 7:08:31 AM

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Thank you for the opportunity to comment.

From: Felipe Maroto
To: Board Clerk
Subject: (EXTERNAL) RE: Public Comment on Items 10, 11, 12
Date: Wednesday, January 21, 2026 5:53:34 AM

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Thank you for the opportunity to comment.

From: Moss Tucker
To: Board Clerk
Subject: (EXTERNAL) RE: Public Comment on Items 10, 11, 12
Date: Wednesday, January 21, 2026 11:00:14 AM

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Thank you for the opportunity to comment.

Sent from my iPhone

From: Diane Weinstein
To: Board Clerk
Subject: (EXTERNAL) Re:
Date: Wednesday, January 21, 2026 3:52:07 PM

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On Wed, Jan 21, 2026, 6:17 PM Diane Weinstein <dwd.1365@gmail.com> wrote:

> I am out of town but saw what you people trying to do to our community.
> Needless to say there are a lot of unhappy people in our community.
> I am in support of mass transit but this doesn't look like the most feasible place to proceed.
> More information would be greatly appreciated for an exceedingly expensive project that we probably don't have money for . Would like to know what you could possibly be thinking !
> This is not a NIMBY issue but a safety concern.
> Beverly Glen is so busy as it is and with all our new no left turns and no right turns I only foresee a bigger nightmare than we already face.
> Think twice people and then think again !
> Diane Weinstein
> [redacted]

From: Sean C Wang
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting (22-JAN-2026), Agenda Item 10
Date: Wednesday, January 21, 2026 12:02:07 AM

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Agenda Item 10: FOR

Dear Metro Board of Directors,

As an LA resident and non-senate faculty at UCLA, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

Increased accessibility to reliable rapid transit is vital for the economic prosperity of the region. It also benefits my commute and that of countless other LA residents.

Sincerely,
Sean Wang
UCLA Lecturer in Electrical and Computer Engineering

From: katie
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Wednesday, January 21, 2026 3:03:37 PM

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Agenda Item 10: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

Thank you for voting to transform public transportation for Los Angeles.

Katie Wang
3rd Year, Electrical Engineering
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Wednesday, January 21, 2026 2:52:13 PM

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Thank you for voting to transform public transportation for Los Angeles.

Sasha Balcon
2nd year, statistics and data science
[redacted]

Отправлено с iPhone

From: vrinda mahajan
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Wednesday, January 21, 2026 1:04:22 PM

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I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

Thank you for voting to transform public transportation for Los Angeles.

Vrinda Mahajan
3rd year environmental science
[redacted]

Sent from my iPhone

From: Grace Carrasco
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Wednesday, January 21, 2026 12:13:54 PM

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I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

The Sepulveda Transit Corridor would be a great way to expand access to the Valley for UCLA students. It would provide faster access to the Metrolink in the Valley, as well as provide more affordable housing options that students can commute to campus from.

Thank you for voting to transform public transportation for Los Angeles.

Grace Carrasco
4th year, Ecology, Behavior, & Evolution
[redacted]

From: Kali Garcia
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Wednesday, January 21, 2026 3:35:03 AM

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Agenda Item 10: FOR

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I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

Let's decrease traffic by providing an eco friendly alternative. The 405 is hell to drive from at 3-6pm

Thank you for voting to transform public transportation for Los Angeles.

Kali Garcia
[redacted]

Sent from my iPhone

From: Ash Lewis
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Wednesday, January 21, 2026 2:32:43 AM

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Agenda Item 10: FOR

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I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

Thank you for voting to transform public transportation for Los Angeles.

Ash Lewis
4th year geography
[redacted]

From: Patricia Olvera
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Wednesday, January 21, 2026 4:54:23 PM

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I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.
Thank you for voting to transform public transportation for UCLA and beyond.

Patricia Olvera

From: Renee Dake Wilson
To: Board Clerk
Subject: (EXTERNAL) Sepulveda Transit Corridor comment
Date: Wednesday, January 21, 2026 3:18:23 PM

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To the Metro Board:

I agree with the Metro staff's recommendation of a Modified Alternative 5 for the Sepulveda Transit Corridor.

This option is safe, would allow Angelenos and visitors better access to other parts of our city, is a big improvement for our climate, would reduce time spent driving and increase time with family and community. We need more routes like this to improve Los Angeles.

Thank you for your good work -

renee dake wilson
DAKE WILSON ARCHITECTS
[redacted]

From: Ben Flores
To: Board Clerk
Subject: (EXTERNAL) Sepulveda Transit Corridor Project Comment on the Modified LPA Recommendation
Date: Wednesday, January 21, 2026 3:29:52 PM

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This comment is in regards to item 10 of the January 22, 2026 Metro Regular Board Meeting for which I believe the item needs more consideration.

Dear Metro Board:

My name is Benjamin Flores. I am a resident of Sherman Oaks in the San Fernando Valley and a full-time transit user. I do not drive, and have no plans to start doing so anytime soon, so this project would have a substantial positive benefit to me. That said, I come to you today with a few words of caution regarding this staff recommendation. This feels like a decision made to appease the Sherman Oaks Homeowners Association and Neighborhood Council, rather than because this modified alternative is actually what the people want or provides the best service. In public comments during the environmental review process, only 3% of people spoke in favor of alternative 6, so why are we using alternative 6's routing in the Valley?

In my view, this modified LPA has two major issues: 1) it would omit a station at Sherman Way, which is a major east/west transit route in the Valley, forcing transit-riders from Reseda and Winnetka to make unnecessary, likely lengthy transfers and 2) it would duplicate service provided by the in-progress East San Fernando Valley line. In a public transit poor region like the San Fernando Valley we should NOT be duplicating service like this.

Metro Board, I implore you, please reconsider this recommendation.

From: Cooper Crane
To: Board Clerk
Subject: (EXTERNAL) Sepulveda Transit Corridor Public Comment-Board Meeting January 22, 2026-Cooper Crane
Date: Wednesday, January 21, 2026 4:28:09 PM
Attachments: Mid Century Transit.docx.pdf

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

To: Los Angeles County Metropolitan Transit Authority
Board of Directors

Dear honorable members of the board,

My name is Cooper Crane. I am a graduate student of history at the University of California Riverside in public history. I study the history of public transportation and the history of infrastructure in Southern California. I have worked with the LA Metro Archive and Library and been studying the history of predecessor agencies that led to the formation of the LA Metro.

I am writing to you today regarding the Sepulveda Corridor Project, and the recent decision by the Metro Planning and Programing Committee to support alternative 5 for construction. I believe that the LA Metro Board of Directors should vote to approve alternative 5 and the automated heavy rail corridor in favor of the other alternatives. Specifically, I believe that the Board of Directors should vote in approval of heavy rail alternatives as opposed to the BYD Skyrail.

The BYD Skyrail monorail have several logistical and economical challenges that would make its construction impractical and inappropriate for the San Fernando Valley and West Los Angeles. Construction of above ground-right-of-way will require approval from the California Department of Transportation, as any construction will likely impede traffic along the 405 freeway and significantly delay or otherwise prevent construction. Furthermore, monorail technology will restrict the options that the LA Metro has in the future for additional transfers and connections, as such infrastructure would necessarily be bespoke and incompatible with other transit modalities already in use within the larger Metro system.

Construction of the monorail would negate one of the primary strengths of the Metro that has enabled its historic record expansion among American transit agencies, that being a strong independence from reliance on outside contractors and third-party construction. Metro's planning and engineering staff have significant experience with heavy and light rail but would be dependent on BYD for infrastructure, equipment, rolling stock, and will likely see ballooning contracts and budget requirements to see projects to completion. BYD projects constructed elsewhere, including Sao Paulo in

Brazil have been met with complaints from officials due to reliability issues and cost overruns with their monorails. It is unlikely that these problems would not also be affect Los Angeles.

LA has previously explored monorails in the past. The LA Metro Archive has extensive reading available on the attempts of the Los Angeles Metropolitan Transit Authority, a predecessor to the modern LACMTA which attempted to build a monorail in the 1960s. Planners and officials involved with the monorail proposal that failed in the 1960s had already learned that a monorail would be unable to meet the demand for the transit needs of Los Angeles half a century ago. They also determined that many of the same problems with a lack of interoperability and interchangeability of components, rolling stock and equipment would make a monorail needlessly expensive when compared to traditional heavy-rail alternatives.

Attached to this email is a chapter draft of a book that I am writing about the history of the LA Metro and public transit in the LA area. This chapter provides more details about the history of the monorail and the LAMTA that can provide more details and information about the history I describe here.

I thank you for your time and your consideration and your continued efforts to bring world class transportation to the Greater Los Angeles area.

Sincerely,
Cooper Crane
Graduate PhD Student in Public History
University of California Riverside

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Sepulveda Transit Corridor
Date: Wednesday, January 21, 2026 1:36:32 PM

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I write in support or the Board approving the Metro Planning and Programming Commission recommendation to adopt a modified Option 5. A station on the UCLA campus is crucial and the high ridership numbers are premised on that aspect of the plan. This will be a great develop for transportation in Los Angeles.

Thank you.

Vito Costanzo
[redacted]

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From: Ethan Bull
To: Board Clerk
Subject: (EXTERNAL) Support for Items 10 & 11 – Sepulveda Transit Corridor and C Line Extension
Date: Wednesday, January 21, 2026 4:54:01 PM

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Good evening Chair and Board Members,

Joining LA Forward Institute and other aligned organizations, I am writing to express my strong support for the staff-recommended, locally-preferred alternatives for both the Sepulveda Transit Corridor (Alternative 5) and the C/K Line Extension to Torrance.

These projects deliver on the promise voters made with Measures R and M by expanding fast, reliable rail service to both the San Fernando Valley and the South Bay. They will improve access to jobs, education, and LAX, reduce traffic and emissions, and strengthen Metro's countywide transit network.

I urge the Board to approve both projects and move them forward without delay.

Thank you for your leadership and consideration.

Ethan Bull
Westwood Resident

From: Kate Bachelor
To: Board Clerk
Subject: (EXTERNAL) Support for Items 10 & 11 – Sepulveda Transit Corridor and C Line Extension
Date: Wednesday, January 21, 2026 3:37:32 PM

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Good morning Chair and Board Members,Joining LA Forward Institute and other aligned organizations, I am writing to express my strong support for the staff-recommended locally preferred alternatives for both the Sepulveda Transit Corridor (Alternative 5) and the C/K Line Extension to Torrance.These projects deliver on the promise voters made with Measures R and M by expanding fast, reliable rail service to both the San Fernando Valley and the South Bay. They will improve access to jobs, education, and LAX, reduce traffic and emissions, and strengthen Metro's countywide transit network.I urge the Board to approve both projects and move them forward without delay.Thank you for your leadership and consideration.

From:	Brigid McNally
To:	Board Clerk
Subject:	(EXTERNAL) Support for Items 10 & 11 – Sepulveda Transit Corridor (Alt. 5) and C Line Extension
Date:	Wednesday, January 21, 2026 3:30:55 PM

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Good morning Chair and Board Members,

Joining LA Forward Institute and other aligned organizations, I am writing to express my strong support for the staff-recommended locally preferred alternatives for both the Sepulveda Transit Corridor (Alternative 5) and the C/K Line Extension to Torrance.

These projects deliver on the promise voters made with Measures R and M by expanding fast, reliable rail service to both the San Fernando Valley and the South Bay.

They will improve access to jobs, education, and LAX, reduce traffic and emissions, and strengthen Metro's countywide transit network.

Also, it is high time that LA County' public universities were serviced by LA Metro, starting with the UCLA stop included in STC Alternative 5.

I urge the Board to approve both projects and move them forward without delay.
Please listen to the Metro staff recommendation and the voices of the thousands of supporters of Alternative 5.

Thank you for your leadership and consideration.

Best,

Brigid McNally

From: Anh Le
To: Board Clerk
Subject: (EXTERNAL) Support for Items 10 & 11 – Sepulveda Transit Corridor and C Line Extension
Date: Wednesday, January 21, 2026 3:08:40 PM

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Good morning Chair and Board Members,

Joining LA Forward Institute and other aligned organizations, I am writing to express my strong support for the staff-recommended locally preferred alternatives for both the Sepulveda Transit Corridor (Alternative 5) and the C/K Line Extension to Torrance. These projects deliver on the promise voters made with Measures R and M by expanding fast, reliable rail service to both the San Fernando Valley and the South Bay. They will improve access to jobs, education, and LAX, reduce traffic and emissions, and strengthen Metro's countywide transit network.

I urge the Board to approve both projects and move them forward without delay.

Thank you for your leadership and consideration.

--
Anh Le
she/her

From: Kelly Marie Martin
To: Board Clerk
Subject: (EXTERNAL) Support for Items 10 & 11 – Sepulveda Transit Corridor and C Line Extension
Date: Wednesday, January 21, 2026 2:05:17 PM

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Good morning Chair and Board Members,

Joining LA Forward Institute and other aligned organizations, I am writing to express my strong support for the staff-recommended locally preferred alternatives for both the Sepulveda Transit Corridor (Alternative 5) and the C/K Line Extension to Torrance.These projects deliver on the promise voters made with Measures R and M by expanding fast, reliable rail service to both the San Fernando Valley and the South Bay. They will improve access to jobs, education, and LAX, reduce traffic and emissions, and strengthen Metro's countywide transit network.I urge the Board to approve both projects and move them forward without delay.

Let's make Los Angeles a truly world class city with world class public transportation! We can do it!

Thank you for your leadership and consideration.

Sincerely,

Kelly Martin

From: L
To: Board Clerk
Subject: (EXTERNAL) Support for Items 10 & 11 – Sepulveda Transit Corridor and C Line Extension
Date: Wednesday, January 21, 2026 2:03:04 PM

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Good morning Chair and Board Members,

Joining LA Forward Institute and other aligned organizations, I am writing to express my strong support for the staff-recommended locally preferred alternatives for both the Sepulveda Transit Corridor (Alternative 5) and the C/K Line Extension to Torrance.These projects deliver on the promise voters made with Measures R and M by expanding fast, reliable rail service to both the San Fernando Valley and the South Bay. They will improve access to jobs, education, and LAX, reduce traffic and emissions, and strengthen Metro's countywide transit network.I urge the Board to approve both projects and move them forward without delay.

Thank you for your leadership and consideration.

Michelle Alger-Mintie

From: Andrew Reich
To: Board Clerk
Subject: (EXTERNAL) Support for Items 10 & 11 – Sepulveda Transit Corridor and C Line Extension
Date: Wednesday, January 21, 2026 1:49:53 PM

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Good morning Chair and Board Members,
I am unable to attend Thursday's Metro Board meeting in person, but joining LA Forward Institute and other aligned organizations, I am writing to express my strong support for the staff-recommended locally preferred alternatives for both the Sepulveda Transit Corridor (Alternative 5) and the C/K Line Extension to Torrance.These projects deliver on the promise voters made with Measures R and M by expanding fast, reliable rail service to both the San Fernando Valley and the South Bay. They will improve access to jobs, education, and LAX, reduce traffic and emissions, and strengthen Metro's countywide transit network.I urge the Board to approve both projects and move them forward without delay.
Thank you for your leadership and consideration.
Andrew Reich

From: Missy D.
To: Board Clerk
Subject: (EXTERNAL) Support for Items 10 & 11 – Sepulveda Transit Corridor and C Line Extension
Date: Wednesday, January 21, 2026 1:46:34 PM

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Hello Chair and Board Members,

As an SFV resident I am advocating for the staff-recommended locally preferred alternatives for both the Sepulveda Transit Corridor (Alternative 5) and the C/K Line Extension to Torrance. These projects will not only deliver on the promise voters made with Measures R and M by expanding fast, reliable rail service to both the San Fernando Valley and the South Bay, but also improve access to jobs, education, and LAX, reduce traffic and emissions, and strengthen Metro's countywide transit network. Please approve both projects and move them forward without delay.

I appreciate your service.

- Michelle Dominguez

From: Kriseira Lamas-Krauletz
To: Board Clerk
Subject: (EXTERNAL) Support for Items 10 & 11 – Sepulveda Transit Corridor and C Line Extension
Date: Wednesday, January 21, 2026 1:46:16 PM

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Good morning Chair and Board Members,Joining LA Forward Institute and other aligned organizations, I am writing to express my strong support for the staff-recommended locally preferred alternatives for both the Sepulveda Transit Corridor (Alternative 5) and the C/K Line Extension to Torrance.These projects deliver on the promise voters made with Measures R and M by expanding fast, reliable rail service to both the San Fernando Valley and the South Bay. They will improve access to jobs, education, and LAX, reduce traffic and emissions, and strengthen Metro's countywide transit network.I urge the Board to approve both projects and move them forward without delay.

Thank you for your leadership and consideration.

Kriseira Lamas-Krauletz, MPH
She/They

From: Jason Enright
To: Board Clerk
Subject: (EXTERNAL) Support for Items 10 & 11 – Sepulveda Transit Corridor and C Line Extension
Date: Wednesday, January 21, 2026 1:42:49 PM

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Good morning Chair and Board Members.

Joining LA Forward Institute and other aligned organizations, I am writing to express my strong support for the staff-recommended locally preferred alternatives for both the Sepulveda Transit Corridor (Alternative 5) and the C/K Line Extension to Torrance.

These projects deliver on the promise voters made with Measures R and M by expanding fast, reliable rail service to both the San Fernando Valley and the South Bay. They will improve access to jobs, education, and LAX, reduce traffic and emissions, and strengthen Metro's countywide transit network.

I urge the Board to approve both projects and move them forward without delay.

Thank you for your leadership and consideration.

Jason Enright
[redacted]

From: Chris Kline
To: Board Clerk
Subject: (EXTERNAL) Support for Items 10 & 11 – Sepulveda Transit Corridor and C Line Extension
Date: Wednesday, January 21, 2026 1:35:27 PM

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Good morning Chair and Board Members,Joining LA Forward Institute and other aligned organizations, I am writing to express my strong support for the staff-recommended locally preferred alternatives for both the Sepulveda Transit Corridor (Alternative 5) and the C/K Line Extension to Torrance.These projects deliver on the promise voters made with Measures R and M by expanding fast, reliable rail service to both the San Fernando Valley and the South Bay. They will improve access to jobs, education, and LAX, reduce traffic and emissions, and strengthen Metro's countywide transit network.I urge the Board to approve both projects and move them forward without delay.Thank you for your leadership and consideration.

From: Tessa Baizer
To: Board Clerk
Subject: (EXTERNAL) Support for Items 10 & 11 – Sepulveda Transit Corridor and C Line Extension
Date: Wednesday, January 21, 2026 1:23:37 PM

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Good morning Chair and Board Members,

Joining LA Forward Institute and other aligned organizations, I am writing to express my strong support for the staff-recommended locally preferred alternatives for both the Sepulveda Transit Corridor (Alternative 5) and the C/K Line Extension to Torrance. These projects deliver on the promise voters made with Measures R and M by expanding fast, reliable rail service to both the San Fernando Valley and the South Bay. They will improve access to jobs, education, and LAX, reduce traffic and emissions, and strengthen Metro's countywide transit network. I urge the Board to approve both projects and move them forward without delay.

Thank you for your leadership and consideration.

Tessa Baizer

From: Steven J. Stanton
To: Board Clerk
Subject: (EXTERNAL) Support for Items 10 & 11 – Sepulveda Transit Corridor and C Line Extension
Date: Wednesday, January 21, 2026 1:16:43 PM

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Good morning Chair and Board Members,

I'm writing to express my strong support for the staff-recommended locally preferred alternatives for both the Sepulveda Transit Corridor (Alternative 5) and the C/K Line Extension to Torrance.These projects deliver on the promise voters made with Measures R and M by expanding fast, reliable rail service to both the San Fernando Valley and the South Bay. They will improve access to jobs, education, and LAX, reduce traffic and emissions, and strengthen Metro's countywide transit network.I urge the Board to approve both projects and move them forward without delay.Thank you for your leadership and consideration.

Steven Stanton
[redacted]

From: Julio Rodriguez
To: Board Clerk
Subject: (EXTERNAL) Support for Items 10 & 11 – Sepulveda Transit Corridor and C Line Extension
Date: Wednesday, January 21, 2026 1:01:50 PM

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Good morning Chair and Board Members,

Joining LA Forward Institute and other aligned organizations, I am writing to express my strong support for the staff-recommended locally preferred alternatives for both the Sepulveda Transit Corridor (Alternative 5) and the C/K Line Extension to Torrance.These projects deliver on the promise voters made with Measures R and M by expanding fast, reliable rail service to both the San Fernando Valley and the South Bay. They will improve access to jobs, education, and LAX, reduce traffic and emissions, and strengthen Metro's countywide transit network.I urge the Board to approve both projects and move them forward without delay.Thank you for your leadership and consideration.
Julio (he/him)

From: Linda Feferman
To: Board Clerk
Subject: (EXTERNAL) Support for Items 10 & 11 – Sepulveda Transit Corridor and C Line Extension
Date: Wednesday, January 21, 2026 1:01:27 PM

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Good morning Chair and Board Members,Joining LA Forward Institute and other aligned organizations, I am writing to express my strong support for the staff-recommended locally preferred alternatives for both the Sepulveda Transit Corridor (Alternative 5) and the C/K Line Extension to Torrance.These projects deliver on the promise voters made with Measures R and M by expanding fast, reliable rail service to both the San Fernando Valley and the South Bay. They will improve access to jobs, education, and LAX, reduce traffic and emissions, and strengthen Metro's countywide transit network.I urge the Board to approve both projects and move them forward without delay.Thank you for your leadership and consideration.

Linda Feferman, Sent from Gmail Mobile

From: Brendan Fisher
To: Board Clerk
Subject: (EXTERNAL) Support for Items 10 & 11 – Sepulveda Transit Corridor and C Line Extension
Date: Wednesday, January 21, 2026 1:00:05 PM

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Good morning Chair and Board Members,

Joining LA Forward Institute and other aligned organizations, I am writing to express my strong support for the staff-recommended locally preferred alternatives for both the Sepulveda Transit Corridor (Alternative 5) and the C/K Line Extension to Torrance.

These projects deliver on the promise voters made with Measures R and M by expanding fast, reliable rail service to both the San Fernando Valley and the South Bay. They will improve access to jobs, education, and LAX, reduce traffic and emissions, and strengthen Metro's countywide transit network.I urge the Board to approve both projects and move them forward without delay.

Thank you for your leadership and consideration.

Best,
Brendan

From: Emmett Florence
To: Board Clerk
Subject: (EXTERNAL) Support for Items 10 & 11 – Sepulveda Transit Corridor and C Line Extension
Date: Wednesday, January 21, 2026 12:34:30 PM

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Good morning Chair and Board Members,

Joining LA Forward Institute and other aligned organizations, I am writing to express my strong support for the staff-recommended locally preferred alternatives for both the Sepulveda Transit Corridor (Alternative 5) and the C/K Line Extension to Torrance.These projects deliver on the promise voters made with Measures R and M by expanding fast, reliable rail service to both the San Fernando Valley and the South Bay. They will improve access to jobs, education, and LAX, reduce traffic and emissions, and strengthen Metro's countywide transit network.I urge the Board to approve both projects and move them forward without delay.

Thank you for your leadership and consideration.

-Emmett Florence
[redacted]

From: Siena Larson
To: Board Clerk
Subject: (EXTERNAL) Support for Items 10 & 11 – Sepulveda Transit Corridor and C Line Extension
Date: Wednesday, January 21, 2026 11:50:40 AM

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Good morning Chair and Board Members,

Joining LA Forward Institute and other aligned organizations, I am writing to express my strong support for the staff-recommended locally preferred alternatives for both the Sepulveda Transit Corridor (Alternative 5) and the C/K Line Extension to Torrance. These projects deliver on the promise voters made with Measures R and M by expanding fast, reliable rail service to both the San Fernando Valley and the South Bay. They will improve access to jobs, education, and LAX, reduce traffic and emissions, and strengthen Metro's countywide transit network. I urge the Board to approve both projects and move them forward without delay. Thank you for your leadership and consideration.

Siena Larson
[redacted]

From: Narissa Petchumrus
To: Board Clerk
Subject: (EXTERNAL) Support for Items 10 & 11 – Sepulveda Transit Corridor and C Line Extension
Date: Wednesday, January 21, 2026 11:44:11 AM

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Good morning Chair and Board Members,Joining LA Forward Institute and other aligned organizations, I am writing to express my strong support for the staff-recommended locally preferred alternatives for both the Sepulveda Transit Corridor (Alternative 5) and the C/K Line Extension to Torrance.These projects deliver on the promise voters made with Measures R and M by expanding fast, reliable rail service to both the San Fernando Valley and the South Bay. They will improve access to jobs, education, and LAX, reduce traffic and emissions, and strengthen Metro's countywide transit network.I urge the Board to approve both projects and move them forward without delay.Thank you for your leadership and consideration.

Sent from my iPhone

From: James Cohan
To: Board Clerk
Subject: (EXTERNAL) Support for Items 10 & 11 – Sepulveda Transit Corridor and C Line Extension
Date: Wednesday, January 21, 2026 11:41:03 AM

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Good morning Chair and Board Members,Joining LA Forward Institute and other aligned organizations, I am writing to express my strong support for the staff-recommended locally preferred alternatives for both the Sepulveda Transit Corridor (Alternative 5) and the C/K Line Extension to Torrance.These projects deliver on the promise voters made with Measures R and M by expanding fast, reliable rail service to both the San Fernando Valley and the South Bay. They will improve access to jobs, education, and LAX, reduce traffic and emissions, and strengthen Metro's countywide transit network.I urge the Board to approve both projects and move them forward without delay.Thank you for your leadership and consideration.

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Support for Items 10 & 11 – Sepulveda Transit Corridor and C Line Extension
Date: Wednesday, January 21, 2026 11:34:59 AM

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Good morning Chair and Board Members,

Joining LA Forward Institute and other aligned organizations, I am writing to express my strong support for the staff-recommended locally preferred alternatives for both the Sepulveda Transit Corridor (Alternative 5) and the C/K Line Extension to Torrance.These projects deliver on the promise voters made with Measures R and M by expanding fast, reliable rail service to both the San Fernando Valley and the South Bay. They will improve access to jobs, education, and LAX, reduce traffic and emissions, and strengthen Metro's countywide transit network.I urge the Board to approve both projects and move them forward without delay. Thank you for your leadership and consideration.

From: EDWARD COSTELLO
To: Board Clerk
Subject: (EXTERNAL) Support for Items 10 & 11 – Sepulveda Transit Corridor and C Line Extension
Date: Wednesday, January 21, 2026 11:30:22 AM

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Good morning Chair and Board Members,Joining LA Forward Institute and other aligned organizations, I am writing to express my strong support for the staff-recommended locally preferred alternatives for both the Sepulveda Transit Corridor (Alternative 5) and the C/K Line Extension to Torrance.These projects deliver on the promise voters made with Measures R and M by expanding fast, reliable rail service to both the San Fernando Valley and the South Bay. They will improve access to jobs, education, and LAX, reduce traffic and emissions, and strengthen Metro's countywide transit network.I urge the Board to approve both projects and move them forward without delay.Thank you for your leadership and consideration.

Ed Costello
[redacted]

From: Susan Kim
To: Board Clerk
Subject: (EXTERNAL) Support for Items 10 & 11 – Sepulveda Transit Corridor and C Line Extension
Date: Wednesday, January 21, 2026 7:49:06 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Good morning Chair and Board Members,Joining LA Forward Institute and other aligned organizations, I am writing to express my strong support for the staff-recommended locally preferred alternatives for both the Sepulveda Transit Corridor (Alternative 5) and the C/K Line Extension to Torrance.These projects deliver on the promise voters made with Measures R and M by expanding fast, reliable rail service to both the San Fernando Valley and the South Bay. They will improve access to jobs, education, and LAX, reduce traffic and emissions, and strengthen Metro's countywide transit network.I urge the Board to approve both projects and move them forward without delay. Thank you for your leadership and consideration.

Susan Kim

From: Grace DeVoll
To: Board Clerk
Subject: (EXTERNAL) Support for Items 10 & 11 – Sepulveda Transit Corridor and C Line Extension
Date: Wednesday, January 21, 2026 5:01:14 PM

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Good morning Chair and Board Members,Joining LA Forward Institute and other aligned organizations, I am writing to express my strong support for the staff-recommended locally preferred alternatives for both the Sepulveda Transit Corridor (Alternative 5) and the C/K Line Extension to Torrance.These projects deliver on the promise voters made with Measures R and M by expanding fast, reliable rail service to both the San Fernando Valley and the South Bay. They will improve access to jobs, education, and LAX, reduce traffic and emissions, and strengthen Metro's countywide transit network.I urge the Board to approve both projects and move them forward without delay.Thank you for your leadership and consideration.

--
Grace DeVoll
[redacted]

From:	David Levitus
To:	Board Clerk
Cc:	Karen.Bass@lacity.org; tina.backstrom@lacity.org; Brandon.Wilson@lacity.org; kidada.malloy@lacity.org; jdupontw@aol.com; councilmember.padilla@lacity.org; lamont.cobb@lacity.org; councilmember.yaroslavsky@lacity.org; kristen.pawling@lacity.org; jarrett.thompson@lacity.org; Andrew Deblock; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; AYoon@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; jorenstein@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; bfish@bos.lacounty.gov; vgomez@bos.lacounty.gov; kathryn@bos.lacounty.gov; dperry@lacbos.org; Sandoval, Timothy; bfeldman@sgvcog.org; anajarian@glendaleca.gov; Rescalvo, Vivian (Consultant); MayorButts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; dutra4whittier@gmail.com; mperez@gatewaycog.org; sdelong@cityofwhittier.org; gloria.roberts@dot.ca.gov
Subject:	(EXTERNAL) Support letter for Modified Alt 5 for Sepulveda Transit Corridor
Date:	Wednesday, January 21, 2026 12:53:35 PM
Attachments:	LAFI - Support for Modified Alternative 5.pdf

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Dear Metro Board:

I'm writing to express LA Forward Institute's strong support for Modified Alternative 5, the staff recommended option for Sepulveda Transit Corridor. Please see a full letter explaining our position attached to this email as a PDF.

--
David Levitus, Ph.D.
Executive Director
LA Forward Institute

From: Missy Siskind
To: Board Clerk
Subject: (EXTERNAL) The Big Dig…..Don't
Date: Wednesday, January 21, 2026 4:45:20 PM
Attachments: Sample letter to METRO Board for Jan 22, 2026 mtg .docx

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Sent from my iPad

From:	Customer Relations
To:	Board Clerk
Subject:	Fw: (EXTERNAL) Fwd: Alternative 5
Date:	Wednesday, January 21, 2026 4:01:30 PM
Attachments:	Sample letter to METRO Board for Jan 22, 2026 mtg .docx

Good afternoon,

Please see the message below.

S. Edwards
Metro Customer Relations
213.922.6235 W
800.464.2111 Toll Free
CustomerRelations@Metro.net
metro.net | facebook.com/losangelesmetro | @metrolosangeles
Metro's mission is to provide world-class transportation for all.

From: Jill Wieder [redacted]
Sent: Wednesday, January 21, 2026 4:00 PM
To: Customer Relations <CustomerRelations@metro.net>
Subject: (EXTERNAL) Fwd: Alternative 5

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Sent from my iPhone

Begin forwarded message:

From: Jill Wieder [redacted]
Date: January 21, 2026 at 3:54:09 PM PST
To: BoardClerk@metro.net
Subject: Alternative 5

January 21, 2026

Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Re: Opposition to Adoption of Modified Alternative 5 – Sepulveda Transit Corridor Project

Dear Chair and Members of the Metro Board of Directors:

I am writing as a longtime resident of the Santa Monica Mountains hillside community. I respectfully urge the Board **not to adopt Modified Alternative 5** as the Locally Preferred Alternative (LPA) at this time. The alternative advanced by the Planning & Programming Committee on January 14, 2026, raises significant unresolved CEQA, safety, and procedural concerns that require further study before any responsible agency action can be taken.

1. Modified Alternative 5 was not disclosed or analyzed in the Draft EIR.

Modified Alternative 5 poses a new alignment along Beverly Glen Boulevard that affects our community, but neither the DEIR nor public discourse made us aware of this new alternative. CEQA requires that an agency circulate for public review any new alternative that differs substantially from those analyzed in the Draft EIR and that may cause new or more severe impacts. Modified Alternative 5 introduces materially different alignments, tunneling depths, and portal locations that were never subject to public notice, technical review, or comment. Adoption of an undisclosed alternative at the LPA stage would undermine the integrity of the CEQA process and expose Metro to avoidable legal risk. which is causing were not made aware of this alignment during the public co

2. The geotechnical and seismic analysis remains incomplete.

The Santa Monica Mountains contain complex faulting, landslide zones, and highly variable geology. The Draft EIR acknowledges data gaps and the need for additional borings and slope stability analysis. Modified Alternative 5 increases tunneling under steep, fireprone terrain without providing the necessary geotechnical substantiation. Selecting an LPA without this information is premature and inconsistent with CEQA's requirement for informed decisionmaking.

3. Wildfire evacuation and emergency access impacts are inadequately addressed.

The hillside communities along the alignment—including Bel Air, Beverly Glen, and surrounding neighborhoods—depend on a limited number of evacuation routes. The Draft EIR does not evaluate how construction closures, haul routes, or portal operations would affect evacuation times during a wildfire or seismic emergency. Modified

Alternative 5 intensifies these risks by adding construction activity in constrained canyons without providing mitigation or alternatives analysis.

4. A recirculated Draft EIR is necessary before selecting an LPA. Given the introduction of a new alternative, the incompletetechnical studies, and the potential for new significant impacts, Metro should direct staff to **recirculate the Draft EIR** with a complete alternatives analysis and updated technical sections. This approach strengthens the project, improves public trust, and reduces litigation exposure.

5. A more balanced and publicly vetted alternative remains achievable. *Metro has the opportunity to advance an alternative that meets mobility goals while respecting the environmental constraints of the Santa Monica Mountains and the safety needs of hillside communities. A recirculated EIR would allow for a fair comparison of feasible alternatives, including those with lower geotechnical and evacuation risks. Please revisit an alternative that would run along or underneath the 405 Freeway.*

I support the effort to create a public transit between the San Fernando Valley and the Westside. However, due to these reasons, I respectfully request that the Board **decline to adoptModified Alternative 5** and instead direct staff to complete the necessary studies and recirculate the Draft EIR. This is the most responsible path forward for both the region and the communities directly affected by this project.

Thank you for your consideration and for your service to Los Angeles County.

Sincerely,

Jill Anter Wieder
[redacted]

From: Customer Relations
To: Board Clerk
Subject: Fw: (EXTERNAL) Opposition to Adoption of Modified Alternative 5-Sepulveda Transit Corridor Project
Date: Wednesday, January 21, 2026 2:39:33 PM
Attachments: LTA20260121 METRO Board for Jan 22, 2026 mtg .pdf

---

Good afternoon,

Please see the message below.

S. Edwards
Metro Customer Relations
213.922.6235 W
800.464.2111 Toll Free
CustomerRelations@Metro.net
metro.net | facebook.com/losangelesmetro | @metrolosangeles
Metro's mission is to provide world-class transportation for all.

From: Annie Wishingrad [redacted]
Sent: Wednesday, January 21, 2026 2:26 PM
To: Customer Relations <CustomerRelations@metro.net>
Subject: (EXTERNAL) Opposition to Adoption of Modified Alternative 5-Sepulveda Transit Corridor Project

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Please see my letter of today's date.
Annie Wishingrad
--
Annie Wishingrad
Certified Specialist- Family Law
The State Bar of California Board of Legal Specialization
International Academy of Family Lawyers-Fellow

Law and Mediation Offices of Annie Wishingrad
[redacted]

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From: Customer Relations
To: Board Clerk
Subject: Fw: (EXTERNAL) Public comment- Jan 22 Board Meeting-Modified Alternative 5 (Sepulveda Transit Corridor)
Date: Wednesday, January 21, 2026 2:38:55 PM

Good afternoon,

Please see the message below.

S. Edwards
Metro Customer Relations
213.922.6235 W
800.464.2111 Toll Free
CustomerRelations@Metro.net
metro.net | facebook.com/losangelesmetro | @metrolosangeles
Metro's mission is to provide world-class transportation for all.

From: Rao, Geetha, M.D. [redacted]
Sent: Wednesday, January 21, 2026 2:21 PM
To: Customer Relations <CustomerRelations@metro.net>
Subject: FW: (EXTERNAL) Public comment- Jan 22 Board Meeting-Modified Alternative 5 (Sepulveda Transit Corridor)

I am writing this letter to state my opposition to Modified Alternative 5 (Sepulveda Transit Corridor) plan.
I live in the Beverly Glen area and feel that this would be disruptive to the many houses in the area. I also question the safety of this and the impact it will have on our community.

Geetha Rao

From: Board Clerk <BoardClerk@metro.net>
Sent: Wednesday, January 21, 2026 2:19 PM
To: Rao, Geetha, M.D [redacted]
Subject: [External] Automatic reply: (EXTERNAL) Public comment- Jan 22 Board Meeting-Modified Alternative 5 (Sepulveda Transit Corridor)

Please send service questions and complaints to CustomerRelations@metro.net.
Thank you for your public comment.

If received at or before 5:00 p.m. the day before the Committee or Board Meeting that your comment relates to, it will be included in a compiled list of comments that are sent to Metro's Board of Directors.

Additionally, your comment will be included as part of the official record.

Again, thank you for taking the time to submit your comment.

Envíe sus preguntas y quejas sobre el servicio a CustomerRelations@metro.net.
Gracias por tu comentario público.

Si se recibe antes de las 5:00 p. m. el día anterior a la reunión del comité o de la junta a la que se refiere su comentario, se incluirá en una lista compilada de comentarios que se envían a la junta directiva de Metro.

Además, su comentario se incluirá como parte del registro oficial.

Una vez más, gracias por tomarse el tiempo para enviar su comentario.

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From:	Bob Blue
To:	Board Clerk
Cc:	Ziggy Kruse; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; jbutts@cityofinglewood.org; thirddistrict@bos.lacounty.gov; anajarian@glendaleca.gov; gloria.roberts@dot.ca.gov
Subject:	(EXTERNAL) URGENT: Public Comment - Metro Planning and Programming Committee, Agenda, January 14, 2026, ITEM 10 - AGAINST Due to CEQA Violations and lack of Public Participation/Outreach
Date:	Wednesday, January 14, 2026 8:47:00 AM

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- Board Clerk: BoardClerk@metro.net
- Committee Members: * Jacquelyn Dupont-Walker (Chair): jdupontw@aol.com
  - Hilda Solis (Vice Chair): firstdistrict@bos.lacounty.gov
  - James Butts: jbutts@cityofinglewood.org
  - Lindsey Horvath: thirddistrict@bos.lacounty.gov
  - Ara J. Najarian: anajarian@glendaleca.gov
  - Gloria Roberts: gloria.roberts@dot.ca.gov

Subject: URGENT: Public Comment - Metro Planning and Programming Committee,

Agenda ITEM 10 - AGAINST Due to CEQA Violations and lack of Public Participation

To the Board Clerk and Members of the Planning and Programming Committee:

Please include this formal objection in the record for **Agenda Item 10: Sepulveda Transit Corridor Project.** We are writing to state that we are AGAINST the current recommendation to approve "Modified Alternative 5" as the Locally Preferred Alternative (LPA).

Our opposition is based on the following:

- **Lack of Analysis:** Metro never analyzed this specific

"Modified" alternative in the Draft EIR, and we never had a chance to review or weigh in on it.

- **Procedural Violation:** By introducing this hybrid after the close of the formal public comment period, Metro has denied the public the legal right to review technical data and comment on the specific environmental impacts of this new configuration.
- **Significant Changes:** Modified Alternative 5 introduces new elements, such as a connection to the Metro G Line and East San Fernando Valley Light Rail Line at Van Nuys Boulevard, which were not presented to the public as a unified project in the original DEIR.
- **Phasing Concerns:** The recommendation now includes an "Initial Operating Segment" (IOS) and a phasing plan that was not the primary focus of the environmental review, potentially masking significant local impacts.

We urge the Board to postpone the selection of the LPA to allow staff to properly study this new alternative, conduct necessary community outreach, and recirculate the DEIR to comply with CEQA's mandate for meaningful public participation and a stable project description.

Sincerely,

Bob Blue and Ziggy Kruse Blue

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL)
Date: Saturday, January 17, 2026 2:20:26 PM

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I agree with the latest plan for Sepulveda pass transit.
Jennifer Tashima

From: Ryn Jorgensen
To: Board Clerk
Subject: (EXTERNAL) 1/14 planning committee - I support items 10 and 11!
Date: Wednesday, January 14, 2026 9:45:11 PM

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Dear Metro Planning and Programming Committee,

I ask that you support the following recommendations before you:

- Agenda item 10 - Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor - this heavy rail option with a dedicated UCLA stop is exactly what the Sepulveda corridor needs! I myself would use it frequently.

- Agenda item 11 - Approve the Locally Preferred Alternative for the extension of the C Line to Torrance and certify and approve the Final EIR! This would let me actually take the metro to work efficiently, something I desperately want.

Thank you for advancing high-quality transit in the region.

Ryn J
[redacted]

Please ignore the typos, this was sent from my iPhone

From: Auguste Miller
To: Board Clerk
Subject: (EXTERNAL) 1/14 planning committee - I support items 10 and 11!
Date: Wednesday, January 14, 2026 1:30:09 PM

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Dear Metro Planning and Programming Committee,

I ask that you support the following recommendations before you:

- Agenda item 10 - Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor - this heavy rail option with a dedicated UCLA stop is exactly what the Sepulveda corridor needs!

- Agenda item 11 - Approve the Locally Preferred Alternative for the extension of the C Line to Torrance and certify and approve the Final EIR!

Thank you for advancing high-quality transit in the region.

Auguste Miller
[redacted]

Sent from my iPhone

From: Sebastian Guzman
To: Board Clerk
Subject: (EXTERNAL) 1/14 planning committee - I support items 10 and 11!
Date: Wednesday, January 14, 2026 10:51:45 AM

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Dear Metro Planning and Programming Committee,

I ask that you support the following recommendations before you:

- Agenda item 10 - Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor - this heavy rail option with a dedicated UCLA stop is exactly what the Sepulveda corridor needs!

- Agenda item 11 - Approve the Locally Preferred Alternative for the extension of the C Line to Torrance and certify and approve the Final EIR!

Thank you for advancing high-quality transit in the region.

Best,
Sebastian Guzman

From: Julian Kelly
To: Board Clerk
Subject: (EXTERNAL) 1/14 planning committee - I support items 10 and 11!
Date: Wednesday, January 14, 2026 10:18:32 AM

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Dear Metro Planning and Programming Committee,

I ask that you support the following recommendations before you:

- Agenda item 10 - Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor - this heavy rail option with a dedicated UCLA stop is exactly what the Sepulveda corridor needs!

- Agenda item 11 - Approve the Locally Preferred Alternative for the extension of the C Line to Torrance and certify and approve the Final EIR!

Thank you for advancing high-quality transit in the region. Please reply to me if any questions about my advocacy here. Thanks.

Julian Kelly
[redacted]

From: Brian Girvan
To: Board Clerk
Subject: (EXTERNAL) 1/14 planning committee - I support items 10 and 11!
Date: Wednesday, January 14, 2026 9:14:20 AM

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Dear Metro Planning and Programming Committee,

I ask that you support the following recommendations before you:

- Agenda item 10 - Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor - this heavy rail option with a dedicated UCLA stop is exactly what the Sepulveda corridor needs!

- Agenda item 11 - Approve the Locally Preferred Alternative for the extension of the C Line to Torrance and certify and approve the Final EIR!

Thank you for advancing high-quality transit in the region.

Brian Girvan

From: Drew Finke
To: Board Clerk
Subject: (EXTERNAL) 1/14 planning committee - I support items 10 and 11!
Date: Wednesday, January 14, 2026 8:03:43 AM

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Dear Metro Planning and Programming Committee,

I ask that you **support the following recommendations** before you:

- Agenda item 10 - **Approve the Locally Preferred Alternative (Modified Alt 5)** for the Sepulveda Transit Corridor - this heavy rail option with a dedicated UCLA stop is exactly what the Sepulveda corridor needs!

- Agenda item 11 - **Approve the Locally Preferred Alternative for the extension of the C Line** to Torrance and certify and approve the Final EIR!

Thank you for advancing high-quality transit in the region.

Best,
-Drew Finke

From: Elizabeth O'Brien
To: Board Clerk
Subject: (EXTERNAL) 1/14 planning committee - I support items 10 and 11!
Date: Wednesday, January 14, 2026 1:46:37 AM

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Dear Metro Planning and Programming Committee,

I ask that you support the following recommendations before you:

- Agenda item 10 - Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor - this heavy rail option with a dedicated UCLA stop is exactly what the Sepulveda corridor needs!

- Agenda item 11 - Approve the Locally Preferred Alternative for the extension of the C Line to Torrance and certify and approve the Final EIR!

Thank you for advancing high-quality transit in the region.

Elizabeth O'Brien, Professor of History at UCLA
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) 1/14 planning committee - I support items 10 and 11!
Date: Tuesday, January 13, 2026 7:34:26 PM

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Dear Metro Planning and Programming Committee,

I ask that you support the following recommendations before you:

- Agenda item 10 - Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor - this heavy rail option with a dedicated UCLA stop is exactly what the Sepulveda corridor needs!

- Agenda item 11 - Approve the Locally Preferred Alternative for the extension of the C Line to Torrance and certify and approve the Final EIR!

Thank you for advancing high-quality transit in the region.

Lucinda Chinn
[redacted]

Sent from my iPhone

From: Christian Wollenberg
To: Board Clerk
Subject: (EXTERNAL) 1/14 planning committee - I support items 10 and 11!
Date: Tuesday, January 13, 2026 6:21:42 PM

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Dear Metro Planning and Programming Committee,

I ask that you support the following recommendations before you:

- Agenda item 10 - Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor - this heavy rail option with a dedicated UCLA stop is exactly what the Sepulveda corridor needs!

- Agenda item 11 - Approve the Locally Preferred Alternative for the extension of the C Line to Torrance and certify and approve the Final EIR!

Also, as a member of IBEW 11, transit projects create good reliable work for us and other trades. From having worked on the D line extension, it feels incredibly rewarding knowing that I helped to build transportation for many, and to build LA's future. Building the Sepulveda line, and building out the K line will help people have more options to get around and reduce traffic.

Thank you for advancing high-quality transit in the region.

Christian Wollenberg

From: Tony Holt
To: Board Clerk
Subject: (EXTERNAL) 1/14 planning committee - I support items 10 and 11!
Date: Wednesday, January 14, 2026 10:25:47 PM

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Dear Metro Planning and Programming Committee, I ask that you support the following recommendations before you: - Agenda item 10 - Approve the Locally Preferred Alternative (Modified Alt 5)
for the Sepulveda Transit Corridor - this heavy rail option with a dedicated UCLA stop is exactly what the Sepulveda corridor needs! - Agenda item 11 - Approve the Locally Preferred Alternative for the extension of the C Line to Torrance and certify and approve
the Final EIR! Thank you for advancing high-quality transit in the region.
Tony Holt
91605

Yahoo Mail: Search, Organize, Conquer

From: Caro Vilain
To: Board Clerk
Subject: (EXTERNAL) 1/14 planning committee - items 10 & 11
Date: Tuesday, January 13, 2026 6:40:29 PM

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Dear Metro Planning and Programming Committee,

I ask that you support the following recommendations before you, **with some modifications:**

- Agenda item 10 - while this heavy rail option with a dedicated UCLA stop is an undeniable upgrade for the entire county, I strongly recommend looking into having a connection at **Expo/Bundy rather than Expo/Sepulveda.** The 405 is a significant barrier that severely impacts access to and from the project, while a Bundy alignment would help connect the project to hubs such as Santa Monica College, the future of the Santa Monica Airport, the Santa Monica business park that is about to go through a major redevelopment,…
A second phase along Bundy would also allow a connection to LAX that goes through more hubs such as Venice High, Mar Vista, LMU,…

If we truly care to have a positive impact on the region's various communities, to lower VMTs, to create safe and efficient first and last mile options,… a connection at Bundy seems like a no brainer.

- Agenda item 11 - Approve the Locally Preferred Alternative for the extension of the C Line to Torrance and certify and approve the Final EIR!

Thank you for advancing high-quality transit in the region.

Caro Vilain

From: Benjamin Yeh
To: Board Clerk
Subject: (EXTERNAL) 1/22 Board Meeting - In Support of Agenda Items 10 and 11
Date: Sunday, January 18, 2026 10:28:00 PM

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Dear LA Metro Board,

I work in Los Angeles County and take LA Metro buses / rail several times a week. I urge you to support items 10 and 11 on the agenda, and to withhold support from agenda item 11.1.

Agenda item 10 - Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor
The Metro staff-recommended Locally Preferred Alternative (Modified Alt 5) is preferable for its:
- fastest end-to-end time
- largest reduction in vehicle miles traveled (VMT) and therefore air pollution from cars
- cheaper than the original Alternative 5
- UCLA on-campus dedicated stop

Agenda item 11 - Approve the Locally Preferred Alternative for the extension of the C Line to Torrance and certify and approve the Final EIR.
This hybrid LPA would create thousands of jobs and attract 1.5 million new riders, all without the added cost, approvals, and disruption in the Hawthorne alternative. Please certify the Final EIR and champion this critical rail project.

Thank you for advancing high-quality transit in the region.

Sincerely,
Benjamin Yeh

From: Christopher Yeh
To: Board Clerk
Subject: (EXTERNAL) 1/22 Board Meeting - In Support of Agenda Items 10 and 11
Date: Sunday, January 18, 2026 11:04:16 PM

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Dear LA Metro Board,

I work in Los Angeles County and take LA Metro buses and rail multiple times a week. I urge you to support items 10 and 11 on the agenda, and to withhold support from agenda item 11.1.

I Support Agenda item 10 - Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor
The Metro staff-recommended Locally Preferred Alternative (Modified Alt 5) is preferable for its:
- fastest end-to-end time
- largest reduction in vehicle miles traveled (VMT) and therefore air pollution from cars
- cheaper than the original Alternative 5
- UCLA on-campus dedicated stop

I Support Agenda item 11 - Approve the Locally Preferred Alternative for the extension of the C Line to Torrance and certify and approve the Final EIR.
This hybrid LPA would create thousands of jobs and attract 1.5 million new riders, on right-of-way (ROW) owned by LA Metro. The Hybrid LPA has already gone through the EIR process, and it is the best use of my taxpayer dollars.

I am AGAINST Agenda Item 11.1.
Agenda Item 11.1 would require re-doing a Final EIR for the Hawthorne alignment, leading to a 2-4 year delay, which will inevitably lead to rising costs. I do not support my taxpayer money funding a higher-cost, longer-term project.

Thank you for advancing high-quality transit in the region.

Sincerely,
Christopher Yeh

From: Atlas Novack
To: Board Clerk
Subject: (EXTERNAL) 1/22 meeting comment
Date: Monday, January 19, 2026 9:54:58 PM

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To whom it may concern,

I cannot make the meeting this Thursday, as I am a teacher. But I thought I should leave my support here.

I think it's fantastic that we are expanding the LA metro, I'm excited about the D line expansion, I can't wait for the Sepulveda line to be finished, and I think I would be remiss without giving the train some love in the south bay. Studies have shown that when you build trains, people ride them. LA is one of the fastest growing transit systems in the world, and especially as the world cup and olympics approach, more trains means less traffic as people take the train to get places, which takes cars off the road.

Thank you for your time!

Sincerely,

Atlas Novack

From: Robert Bachmann
To: Board Clerk
Subject: (EXTERNAL) 405 Corridor and mass Transit
Date: Friday, January 16, 2026 6:30:52 PM

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Dear Board,

I think the first issue to look at when spending money is how many people will be positively affected.
An underground rail for the Sepulveda Pass sounds great until one realizes it will take more than a decade.
In the mean time dedicated bus lanes along the 405 is way better than HOV Lanes. Two in a car compared to a Bus is 10 vs. 50+.
Bus Lanes would be fast and is mostly the cost of paint and some minimal construction. If it was started by this Summer it would be finished before the 28 Olympics.
Consider changing the focus for the Corridor.

Thanks,
Robert Bachmann
[redacted]

From: Steve Wolf
To: Board Clerk
Subject: (EXTERNAL) 405 rail proposal
Date: Saturday, January 17, 2026 11:17:22 AM

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Dear board

I am writing to express my support for the modified proposal Nithya Raman mentioned in her email. I agree with the adjustments and would like to formally back this version of the underground rail plan.

Please let me know if there are any further steps I should take to show my support or if you need any additional information from my side.

Best regards,

Steve Wolf
Admin Sunswept Hill Neighborhood Association

From: Brendan Quinn
To: Board Clerk
Subject: (EXTERNAL) 2025-1062
Date: Monday, January 19, 2026 7:40:10 AM

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Hi,

I am writing to support the Metro Board adopting Alterative 5 (or even 4) for the Sepulveda transit line.

I lived in West LA from 2013 to 2021, and I have been a public transit user for a long time. In the mid-2000s, I often took the 33 and then-Gold Line to get from Loyola High School to my mom's office in Pasadena. In 2017, I moved to a part of West LA that allowed me to take the bus to work in downtown Santa Monica.

If this line had existed then, I would have gone to Sherman Oaks more frequently. I have friends who do or did live in the Valley, and having the option to take this line to Sherman Oaks would have made it easier to get over the hill and not have to worry so much about traffic.

I also know so many people who commute from the Valley to the West Side. An automated heavy rail option will allow so many of them to choose public transit over driving.

Please select one of the automated heavy rail options. It'll help make our amazing city even better.

Brendan Quinn
[redacted]

--
Brendan Quinn
Pronouns: he, him, his

From: Carlson, Ann
To: Board Clerk
Subject: (EXTERNAL) Agenda Item 10 - vote YES for the staff recommendation
Date: Tuesday, January 13, 2026 5:40:52 PM

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Dear Metro Board,

I am a long time Angeleno and I have worked at UCLA for more than 30 years. I'm writing to urge you to support Modified Alternative 5 for the Sepulveda Pass Corridor project that is on your agenda tomorrow. I'm very happy to see that Modified Alternative 5 is the Metro staff recommendation.

We need good public transportation from the Valley to the Westside. The 405 is overcrowded already and is likely to become even more jammed as housing prices push more staff, faculty, and students to the valley. Alternatives 1 and 3 would do virtually nothing to address traffic problems and I appreciate that your staff saw so too and rejected them. Modified Alternative 5 would go a long way toward providing real alternatives for commuters from the valley to the westside. Please vote FOR approving the staff-recommended Locally Preferred Alternative.

Thank you!

Ann Carlson
Shirley Shapiro Professor of Environmental Law
UCLA School of Law

From: Grace DeVoll
To: Board Clerk
Subject: (EXTERNAL) Agenda Item 10
Date: Tuesday, January 20, 2026 12:57:55 PM

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Agenda Item 10: FOR

Dear Metro Board of Directors,

I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA, and implement important public transportation alternatives to cars in an area that is inundated with heavy, congealed traffic for most of the day.

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

Thank you for voting to transform public transportation for Los Angeles. As we anticipate the Olympic games and continue to build housing to meet residents' needs and mitigate our housing crisis, it is of paramount importance that we create sustainable and affordable public transit solutions and bike lanes to encourage people to consider alternatives to car transport.

Grace DeVoll

--
Grace DeVoll
[redacted]

From: Joel Epstein
To: Board Clerk
Cc: Joel Epstein
Subject: (EXTERNAL) Agenda Item 10: Sepulveda Pass Transit Option
Date: Thursday, January 15, 2026 4:27:49 PM

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Dear Metro Board:

I am writing in support of the Modified Alternative 5) for the Sepulveda Transit Corridor project.

This alternative, an underground heavy rail line, is the best option to serve and connect the San Fernando Valley with the Westside of Los Angeles,

Thank you for your consideration of my recommendation.

Best regards,

JOEL EPSTEIN
[redacted]

From: Laurie
To: Board Clerk
Subject: (EXTERNAL) Alternative 5 Modified
Date: Saturday, January 17, 2026 9:57:55 AM

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Absolutely YES!

LAURIE & PAUL KELSON
ENCINO

From: Bernadette Tordilla
To: Board Clerk
Cc: Alec Tuckman
Subject: (EXTERNAL) Attn: Sepulveda Transit Corridor Project Team
Date: Wednesday, January 14, 2026 10:48:10 AM

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Bernadette and Alexander Tuckman

[redacted]

01/14/2026

Los Angeles County Metropolitan Transportation Authority

Attn: Sepulveda Transit Corridor Project Team

Re: Formal CEQA Comment on the Draft EIR â€“ Sepulveda Transit Corridor Project

Dear Project Team,

I am the owner of a single-family residence constructed in 1957, located in the Sherman Oaks hillside area, at the toe of a steep slope, within the area affected by the proposed Sepulveda Transit Corridor Project. I submit this letter as a formal comment under the California Environmental Quality Act (CEQA) regarding the adequacy of the Draft Environmental Impact Report (DEIR).

The DEIR relies on generalized, corridor-level geotechnical analysis that is inadequate for properties located at the toe of steep hillsides, where sensitivity to ground movement, vibration, and groundwater changes is materially higher. Toe-of-slope properties present site-specific conditions that require targeted analysis, including differential settlement risk, reduced lateral and subjacent support, amplified vibration effects, and slope instability. The DEIR does not include property-specific slope stability modeling for these conditions, despite well-documented geological variability in the Sherman Oaks hills. This omission fails to satisfy CEQAâ€™s requirement for a good-faith, reasoned analysis where localized conditions are known to be unique.

My residence was constructed in 1957, prior to modern hillside construction and seismic standards. Older foundations are inherently more vulnerable to tunneling-induced settlement and vibration. The DEIR fails to analyze impacts to existing structures as they actually exist, instead relying on assumptions more appropriate for modern construction. This understates foreseeable risk and does not meet CEQAâ€™s disclosure requirements.

Sherman Oaks hillside areas are known to contain colluvial soils, historic landslide deposits, and migrating groundwater, particularly at slope toes. Tunneling can alter groundwater pathways and subsurface pressures, increasing the risk of slope instability and long-term creep. The DEIR does not adequately analyze tunnel-induced groundwater pressure changes, impacts on slope stability, or cumulative effects of construction and long-term operations. These are reasonably foreseeable impacts that require detailed evaluation.

Even in the absence of immediate visible damage, underground tunneling beneath hillside properties can reduce lateral and subjacent support, increasing long-term structural and slope risk. The DEIR fails to meaningfully analyze this impact or to propose enforceable mitigation measures specific to hillside toe-of-slope properties.

The DEIR also improperly defers critical mitigation to future studies and

monitoring programs. For steep hillside properties, such deferral is inadequate. CEQA requires specific and enforceable mitigation commitments, including tunnel depth, construction methods, vibration limits, and slope protection measures.

To comply with CEQA, the Final EIR must, at a minimum:

1. Conduct site-specific geotechnical and slope stability analysis for hillside toe properties;
2. Analyze impacts to older (1950s-era) foundations;
3. Fully evaluate groundwater migration and slope instability risks;
4. Address loss of lateral and subjacent support; and
5. Commit to enforceable, project-level mitigation measures.

Absent these revisions, the Draft EIR fails to adequately disclose and mitigate significant environmental impacts specific to hillside toe conditions in Sherman Oaks. Approval of the Project without correcting these deficiencies would be premature and legally vulnerable.

Thank you for the opportunity to submit these comments. I respectfully request that Metro address these issues fully in the Final EIR.

Sincerely,

Bernadette and Alec Tuckman

From: Patrick Y
To: Board Clerk
Subject: (EXTERNAL) Comment in Support of Modified Alternative 5 for Sepulveda Pass
Date: Saturday, January 17, 2026 2:04:43 PM

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Hi There,

I would like to voice my support for the modified alternative 5 option for the planned corridor. After reading many things about the different alternatives, it seems clear to me that modified alternative 5 with heavy rail is going to be the best option for us as Angelinos who live closer to the valley.

I can't wait to use this in the future!

Best,
Patrick Yaghoobians

From:	Thomas Carroll
To:	Board Clerk
Subject:	(EXTERNAL) Comment on LA Metro 1/22/2026 board meeting agenda items #10 (Sepulveda corridor) and #11 (C line extension)
Date:	Monday, January 19, 2026 3:43:36 PM

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Dear Chair Dutra and members of the board,

Agenda item #10 (2025-1062, Sepulveda corridor):

I support the staff recommended Locally Preferred Alternative (Modified 5), unanimously approved by the Planning Committee on 1/14/2026. It is the alternative with the highest benefit-to-cost ratio, and will best serve the future transit needs of Los Angeles.

Agenda item #11 (2025-0818, C line extension):

I support approval and FEIR certification of the staff-recommended Locally Preferred Alternative (LPA), which travels along the Metro-owned Right-of-Way (ROW). We commend Metro for measures such as walking paths, landscaping, sound walls, freight improvements, and grade separations for safety, noise reduction and enhancing pedestrian and bicycle mobility. This is a critical project to enhance mobility in the South Bay, and to allow direct rail transit connectivity in the future between Long Beach, the South Bay and LAX areas. The Hawthorne Option is far costlier and more difficult to construct, for negligible enhanced benefit compared to the LPA.

Thank you for your consideration.

Sincerely,

Thomas Carroll

Get Outlook for iOS

From:	emily_lindsey@yahoo.com
To:	Board Clerk
Subject:	(EXTERNAL) Comment on LA Metro 1/22/2026board meeting agenda items #10 (Sepulveda corridor) and #11 (C line extension)
Date:	Tuesday, January 20, 2026 12:17:32 PM

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Dear Chair Dutra and members of the board,

I am writing to express my support for expanding non-automobile-centered transit infrastructure in the greater Los Angeles area:

Agenda item #10 (2025-1062, Sepulveda corridor):

I support the staff-recommended Locally Preferred Alternative (Modified 5), unanimously approved by the Planning Committee on 1/14/2026. It is the alternative with the highest benefit-to-cost ratio, and will best serve the future transit needs of Los Angeles.

Agenda item #11 (2025-0818, C line extension):

I support approval and FEIR certification of the staff-recommended Locally Preferred Alternative (LPA), which travels along the Metro-owned Right-of-Way (ROW). We commend Metro for measures such as walking paths, landscaping, sound walls, freight improvements, and grade separations for safety, noise reduction and enhancing pedestrian and bicycle mobility. This is a critical project to enhance mobility in the South Bay, and to allow direct rail transit connectivity in the future between Long Beach, the South Bay and LAX areas. The Hawthorne Option is far costlier and more difficult to construct, for negligible enhanced benefit compared to the LPA.

Thank you for your consideration.

Sincerely,

Emily Lindsey

Culver City

From: Alex Waggoner
To: Board Clerk
Subject: (EXTERNAL) Comments for Jan. 22nd Meeting
Date: Saturday, January 17, 2026 10:59:49 AM

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To the Board,

I would like to express my support for building LPA 5 in the Sepulveda Transit corridor. As a daily rider of various Metro Rail lines and someone who used to commute through this corridor every work day, I understand how important this route through the mountains is to my neighbors. We owe it to our city and region's future to build the highest capacity and most sustainable infrastructure we can. The LPA 5 is that route. Please approve it.

Also I would like to encourage the board to vote in favor of the C (Now K) Line Extension using the hybrid alignment rather than the one along Hawthorne Blvd. Metro already owns the land for the hybrid alignment making this route cheaper. It connects to an existing transit center and it provides rail to the South Bay cheaper and probably sooner. The alignment along Hawthorne requires more complicated and expensive construction, a complicated interaction with CalTrans, and because of this it will take longer and be significantly more expensive. The South Bay deserves better.

Lastly I'm disappointed that the board is trying to get LA excused from its obligations under SB79. Having just purchased a condo in LA I am of the opinion that we have a massive shortage of housing here and this has driven rent and house prices through the roof. My wife and I are very privileged that we were able to afford this and I wish that extreme privilege wasn't required to live here comfortably. I love it here. I want more people to be able to live here. Please drop your opposition to this law and do everything you can to help LA County make it successful.

Thank you for your time,
-Alex Waggoner

From: Daniel Gottesman
To: Board Clerk
Subject: (EXTERNAL) Comments for This Week"s Meeting
Date: Tuesday, January 20, 2026 1:01:56 PM

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Hello,

I'd like to write in support of the following items for the board meeting this week:

1. The Hybrid alignment for the K Line south extension will provide fantastic transit access to the South Bay at a reasonable cost. Killing this project or burdening it with extra costs would be a disaster for the region. Please keep this project moving forward!

2. The hybrid Alt 5 routing for the Sepulveda line looks great, please move this project forward!

3. SB79 provides much-needed housing for the region, please end your opposition to this fantastic bill.

Thank you very much for your consideration,
Daniel

From: Karen Marks
To: Board Clerk
Subject: (EXTERNAL) Desecration of the Beverly Glen mountain
Date: Friday, January 16, 2026 7:09:10 PM

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How can the Metro board believe that tunnel, through pristine wildlife and environment is the better choice to rapid transit? The 405 is already there!! Put an elevated track there right down the middle !!! It would cost far less money and far less time to construct!! This project puts the Boston Big Dig to shame! It is a travesty to the mountain!! -Karen Marks
Sent from my iPhone

From: Jane Vaynerov Angel
To: Board Clerk
Subject: (EXTERNAL) Disapproval of Modified Alt 5 planned heavy rail line
Date: Monday, January 19, 2026 3:29:57 PM

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Los Angeles Metro Planning Department,

I am writing to express my strong disapproval of the proposed Modified **Alternative 5 rail line alignment**, which would essentially route the line beneath **Beverly Glen Boulevard through the hills of Sherman Oaks and Bel Air**. After reviewing the available information, I have serious concerns about the long-term consequences this plan would impose on the surrounding communities.

Running a major heavy rail tunnel beneath a densely populated hillside corridor presents significant risks. The construction and ongoing operation of such a project would inevitably disrupt daily life for residents who rely on the stability and safety of this terrain. The hills in this area are already sensitive to geological movement, and introducing large-scale tunneling raises legitimate concerns about structural integrity, noise, vibration, and emergency access. These are not abstract worries—they directly affect the safety and well-being of the people who live above the proposed alignment.

Additionally, the presence of a subterranean rail line has the strong potential to **lower property values** in neighborhoods that have long been defined by their residential character and environmental stability. Homeowners who have invested in these communities should not be forced to absorb the financial and quality-of-life consequences of a routing decision that offers them no tangible benefit.

I am also deeply concerned about the proposal to place a subway station at **Ventura Boulevard and Van Nuys Boulevard**, one of the most congested intersections in the San Fernando Valley. This location already struggles with heavy traffic, limited pedestrian infrastructure, and constrained roadway capacity. Introducing a major transit hub at this intersection would intensify congestion, complicate commutes for thousands of drivers, and create new safety challenges for pedestrians and cyclists. Rather than improving mobility, this station placement risks making an already overburdened corridor even more difficult to navigate.

I urge Metro to reconsider both the Modified Alternative 5 alignment and the Ventura/Van Nuys station location. These decisions will have lasting impacts on the safety, livability, and economic stability of the affected communities. I strongly encourage the agency to pursue alternatives that achieve transit goals without imposing disproportionate burdens on residents.

Thank you for your attention to these concerns. I expect that Metro will take community input seriously and reevaluate these aspects of the project with the care they deserve.

Sincerely,

Jane Vaynerov

From: julia vaynerov
To: Board Clerk
Subject: (EXTERNAL) Disapproval of the Modified Alt 5 planned heavy rail line
Date: Monday, January 19, 2026 7:47:53 AM

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Los Angeles Metro Planning Department:

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Running a major heavy rail tunnel beneath a densely populated hillside corridor presents significant risks. The construction and ongoing operation of such a project would inevitably disrupt daily life for residents who rely on the stability and safety of this terrain. The hills in this area are already sensitive to geological movement, and introducing large-scale tunneling raises legitimate concerns about structural integrity, noise, vibration, and emergency access. These are not abstract worries—they directly affect the safety and well-being of the people who live above the proposed alignment.

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I am also deeply concerned about the proposal to place a subway station at **Ventura Boulevard and Van Nuys Boulevard**, one of the most congested intersections in the San Fernando Valley. This location already struggles with heavy traffic, limited pedestrian infrastructure, and constrained roadway capacity. Introducing a major transit hub at this intersection would intensify congestion, complicate commutes for thousands of drivers, and create new safety challenges for pedestrians and cyclists. Rather than improving mobility, this station placement risks making an already overburdened corridor even more difficult to navigate.

I urge Metro to reconsider both the Modified Alternative 5 alignment and the Ventura/Van Nuys station location. These decisions will have lasting impacts on the safety, livability, and economic stability of the affected communities. I strongly encourage the agency to pursue alternatives that achieve transit goals without imposing disproportionate burdens on residents.

Thank you for your attention to these concerns. I expect that Metro will take community input

seriously and reevaluate these aspects of the project with the care they deserve.

Sincerely, Julia Vaynerov, Esq.

From: MARIYA DONDONYAN
To: Board Clerk
Subject: (EXTERNAL) Expo/Bundy is the Superior Endpoint
Date: Wednesday, January 14, 2026 2:54:28 PM

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Hello LA Metro Planning and Programming Committee,

My name is Maya Dondonyan, I am a full-time student at Santa Monica College and I wanted to reach out to first honor the incredible work your team is doing in creating this project and for expanding Metro's reach throughout the city. I am grateful for the opportunity to share with you that I think it would be invaluable if you chose to extend the Sepulveda Pass line down to Bundy Station. It would truly be the superior end point of the station based on ridership opportunities for SMC students now and in the future.

Thank you so much for your time and for all the hard work you do!

Warmly,

Maya Dondonyan
[redacted]

From:	Leon Gu
To:	Board Clerk
Subject:	(EXTERNAL) FOR Item 10: APPROVING the Locally Preferred Alternative (LPA) as Modified Alternative 5 (1/22/26 Board)
Date:	Sunday, January 18, 2026 12:54:03 AM

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Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of Los Angeles County, I write in strong support of Approving the Locally Preferred Alternative (LPA) as Modified Alternative 5 for the Sepulveda Transit Corridor and urge you to advance the FEIR with the staff-recommended LPA. The Locally Preferred Alternative selected by Metro staff in 2025 and refined in the draft EIR delivers a thoughtful and comprehensive solution. It provides a transit corridor that would be safer and quieter, connects directly to employment and educational centers, and improves first-last mile connectivity. With the connections between the Van Nuys Metrolink Station, UCLA Station, and E Line Expo/Sepulveda Station, this project brings a reliable 10-minute trip from the San Fernando Valley to Westwood and direct rail access to Westwood, Culver City, Santa Monica, and Downtown LA.

The San Fernando Valley and the Westside urgently need a transit alternative to the congested I-405 and currently lack North-South rapid transit options. While Metro has expanded rail across the County, the Sepulveda Transit Corridor, promised in Measure R and Measure M, is long overdue. Please certify the Final EIR and champion this critical rail project for residents of the San Fernando Valley, the Westside, and regional mobility.

Thank you for advancing high-quality transit connecting the San Fernando Valley, the Westside, and the rest of Los Angeles.

--
Best,
Leon Gu
B.A. in Sociology | Administrative Studies '23
Masters in Social Work | MSW '25
[redacted]

From: Isaac Poplin
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 6:19:54 PM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Isaac Poplin
[redacted]

From: Sam Shapiro-Kline
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 6:01:56 PM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

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Thank you,
Samuel Shapiro-Kline

From: Dustin Shahan
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 5:58:59 PM

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Thank you,
Dustin Shahan

From: Jeff Cannon
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 5:58:36 PM

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Thank you,
Jeff Cannon
[redacted]

From: Michael Etzel
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 5:54:55 PM

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I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Michael Etzel
[redacted]

From: Antonio Garza
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 6:25:55 PM

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I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Antonio Garza
[redacted]

From: Allison Thomas
To: Board Clerk
Subject: (EXTERNAL) I support Alt 5
Date: Saturday, January 17, 2026 4:47:08 AM

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I live in the San Fernando Valley! Alt 5 we greatly relieve our transportation problems while saving emissions and time. I hope it can be done quickly.

Thank you,
Allison Thomas

Sent from my iPhone

From: Arthur Lin
To: Board Clerk
Subject: (EXTERNAL) I Support Heavy Rail for the Sepulveda Transit Corridor
Date: Thursday, January 15, 2026 10:30:28 PM

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I am a resident of Los Angeles, zip code [redacted]

The heavy rail will improve quality of life and bring economic development.

I hope you will make the right decision for the future of Los Angeles.

Best,
Art

From: Bernadet Garcia-Silva
To: Board Clerk
Subject: (EXTERNAL) I support Modified Alternative 5
Date: Wednesday, January 14, 2026 12:08:12 PM

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Hello,

I am FULLY in support of Metro staff's recommendation: Modified Alternative 5.

-Bernadet Garcia-Silva, resident of LA City CD 4

From: Brandon Curran
To: Board Clerk
Subject: (EXTERNAL) I SUPPORT THE MODIFIED ALT 5 LPA AND STARTING THE FEIR
Date: Monday, January 19, 2026 12:39:16 AM

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Thank you!

From: Morgan Goodwin
To: Board Clerk
Subject: (EXTERNAL) I support the Sepulveda Transit Corridor
Date: Saturday, January 17, 2026 4:07:44 PM

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To the Metro Board,

I am writing to add my voice of support to the Sepulveda Transit Corridor plan for fast, high quality underground rail service from the valley to the west side. I drive this at least once a week and it's a highly inconvenient calculation about when to schedule my trip to try and avoid some of the delays.

Let's continue proving more real alternatives to cars.

Morgan Goodwin
[redacted]

From: Sarah Haskins
To: Board Clerk
Subject: (EXTERNAL) I support the Transit Corridor
Date: Sunday, January 18, 2026 11:19:59 AM

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Hello,

I'm writing to support the Sepulveda Transit corridor - it will free up our city, our time, and our lives. Traffic is holding our potential hostage.

I had a job four years ago that required a commute to Culver City; on a good day it took me 90 minutes to get there. On a GOOD day. Some days it took me that long to even get from my home in Sherman Oaks to the 405.

Speaking of that - this change will also free the communities around the 405 from the endless morning backups in traffic, the disruptive "cut through drivers" and the follow-on complications that can spawn snarls all the way back to Riverside Drive.

I also look forward to reliable public transportation as a way to keep our teens off the road before they have enough experience driving. I hope it's a good alternative for people who've gone out for fun and now won't get into their cars drunk or high.

This project will bring vitality and freedom to Angelenos on both sides of the hill. Hooray for growth and change!

Sarah Haskins
[redacted]

From: Nandini Bapat
To: Board Clerk
Subject: (EXTERNAL) In support of Sepulveda Pass project
Date: Friday, January 16, 2026 11:55:29 PM

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Hello,

I am a lifelong Angeleno who has lived in the San Fernando Valley since 2012 and I just wanted to write in with my support for the Sepulveda Pass underground metro proposal.

Currently, the traffic situation with the Sepulveda Pass is bleak, forcing SFV residents away from jobs and education options on the Westside in order to avoid long commute times. I have turned down work opportunities because they weren't worth the 2hr daily commute. My brother cried in relief when COVID pushed him to work from home so he didn't have to commute to his office off of Wilshire every day.

An alternate option, one that is public, affordable and quick will improve the lives of so many Angelenos amd hopefully make this great city we live in connected in a way it's never been. I hope that this plan is approved and we see a Metro through the Sepulveda Pass soon.

Thank you,
Nandini Bapat
Encino, CA

From: Michael Rianda
To: Board Clerk
Subject: (EXTERNAL) In Support of the Sepulveda Transit Cooridor!
Date: Thursday, January 15, 2026 8:05:25 AM

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Hi,

I'm just writing in support of a program that will make the people of Los Angeles' lives better!
I'm in favor of shorter commutes, more jobs, and less emissions in our city!
It will personally make my life better as someone who works in burbank near toluca lake this would be a game changer! I would go to the west side WAY more!
It's a slam dunk! Let's do it!

Thanks!
Mike

From: Colin McCormick
To: Board Clerk
Subject: (EXTERNAL) In Support of the Sepulveda Transit Corridor
Date: Friday, January 16, 2026 7:21:03 PM

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Dear Metro,

I am writing as a resident of LA Council District 4 in support of the proposed Sepulveda Transit Corridor. The Modified Alternative 5 plan is an excellent choice, and the Metro staff deserves plaudits for recommending it. This project alone would be immensely helpful to public transit, vehicle traffic, and much of the city in general. Together with Metro's other proposed transit expansion projects, it could be part of something truly transformational for all of LA, with benefits so numerous, we can't even predict them all yet.

So, the Sepulveda Transit Corridor has my full, enthusiastic support. Please keep fighting to implement the full and robust transit system our city both needs and deserves.

Thank you,
Colin McCormick

From: kent Strumpell
To: Board Clerk
Subject: (EXTERNAL) Item 10, support for modified Alternative 5
Date: Tuesday, January 13, 2026 7:57:35 PM

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Dear Metro Board Members

I urge you to support the Sepulveda Transit Corriodor Alternative 5 **with the modification of consideration for locating the Expo Line connection at the Bundy Station** for the following reasons:

- Connecting the subway to the Bundy Station will better align with the eventual connection to LAX.

- The Bundy Station location will better serve these activity centers:

- Bundy-Exposition Transit Village
- Major developments by Riot Games at Olympic and Bundy, plus high density housing there.
- Major development anticipated for the SM Airport business park with mixed-use high-density housing
- Planned creation of Santa Monica's Great Park commencing in 2028
- SMC Bundy Campus
- Playa Vista, which is currently poorly served by transit
- Mar Vista's Venice Blvd commercial corridor
- Downtown Westchester

Thank you for your tireless work improving our region's transit network!

Kent Strumpell
[redacted]

From: Matthew Swanson
To: Board Clerk
Subject: (EXTERNAL) January 22 Metro Board Meeting
Date: Saturday, January 17, 2026 8:21:56 PM

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Hello,

I urge the Metro Board to support the modified Alternative 5 LPA and to start the FEIR for the Sepulveda Transit Project. This will be one of the most transformative US transit projects of this millennium, so let's get it started ASAP.

Additionally, I urge the Metro Board to support the FEIR certification and the hybrid LPA for the South Bay Extension. This project will be crucial in providing transit connection to an underconnected part of the LA metro area.

Finally, I ask the Board to support SB79 as is, without modifications to placate a handful of vocal NIMBYs.

Thank you for your time.

Matthew Swanson

From:	Blair Schlecter
To:	Board Clerk
Cc:	Todd Johnson; Sywak, Andrew; Chad Lynn; Magdalena Davis; "mayorandcitycouncil@beverlyhills.org"; Laflen, Amanda; Alpern, Leeor
Subject:	(EXTERNAL) Letter to LA Metro Board Re Sepulveda Transit Corridor Project
Date:	Tuesday, January 20, 2026 3:21:55 PM
Attachments:	012026 BH Chamber of Commerce Letter to LA Metro Regarding Locally Preferred Alternative for the Sepulveda Transit Corridor Project.pdf

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Hello,

Please see the attached letter from the Beverly Hills Chamber of Commerce. Thank you.

Blair

Blair Schlecter
Senior Vice President of Economic Development & Government Affairs
[redacted]

From: Robert Bramen
To: Board Clerk
Subject: (EXTERNAL) Locally Preferred Alternative
Date: Tuesday, January 20, 2026 8:52:38 AM

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As someone who spent most of my professional career planning and designing transit systems nationwide, I wholeheartedly support Alternative 5 Modified as the Locally Preferred Alternative.

From: Alex Moscowicz
To: Board Clerk
Subject: (EXTERNAL) Metro line from valley to Westwood
Date: Saturday, January 17, 2026 6:45:02 PM

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Sent from my iPhone
As a resident and registered voter in Encino, I wholeheartedly hope that this project will be started and finished before I die!

From: CarolynC
To: Board Clerk
Subject: (EXTERNAL) METRO LINE
Date: Saturday, January 17, 2026 11:53:58 AM

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I totally approve the proposed plan and would love to see it implemented as soon as possible. It's time that the Valley residents had a viable alternative to struggling through the 405 and the 101/405 daily nightmare.

The system "over the hill" has proven a success and is widely used. Bring The Valley into the 21st century in time for the Olympics!

Carolyn Chriss
[redacted]

From: RICO SANTANA
To: Board Clerk
Subject: (EXTERNAL) Metro Planning & Programming Committee, Jan 14,2026 meeting
Date: Wednesday, January 14, 2026 4:29:54 PM

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Greetings,

My name is Rico Santana and I am advocating for the Metro to conduct the studies needed to determine if a station at Expo/Sepulveda or a station at Expo/Bundy is the superior end point based upon ridership opportunities (for SMC Students) in both the near and long term.

Salutations,
Rico Santana

From: akornarens@aol.com
To: Board Clerk
Subject: (EXTERNAL) Modified Alternative 5
Date: Friday, January 16, 2026 6:48:12 PM

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I have lived in LA for 65 years, attended UCLA and frequently commute on the 405 to, from and through the Valley.

I strongly support Modified Alternative 5 for connecting the Valley to the Westside.

This connection is much needed and LONG overdue.

Thank you.

Anthony Kornarens

From: Gregory Prestopino
To: Board Clerk
Subject: (EXTERNAL) MONORAIL!!!!!
Date: Friday, January 16, 2026 6:53:04 PM

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Neither I, nor anyone I know, wants to be underground in a dank, dark, raucously loud subway when we could be looking at verdant, lovely hills in the vibrant L.A. sunshine!

If that's enough alliteration for you I'll say this: not one person I know will EVER take a subway from the Valley to the West Side.

Keep us above ground or lose us.

With respect,
--
Greg Prestopino
[redacted]
[redacted]
[redacted])

From: Vasan Arul
To: Board Clerk
Subject: (EXTERNAL) My support for modified alternative 5
Date: Friday, January 16, 2026 7:00:22 PM

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Hello,

My name is Vasan Arul and I wanted to voice my support for the Sepulveda Pass modified alternative 5.
As someone who teaches and has family in the Valley, it would be instrumental to have this option to quickly and safely get from the Westside to Van Nuys.

This option would not only improve the immediate lives and needs of people such as myself but also transform the LA Metro ridership and support overall, with the potential to give the elderly, disabled, and anyone who wishes not to drive a viable transportation option (and a significant traffic reduction for those still prefer their cars).

I truly hope the board takes the recommendation previously proposed and look forward to the Los Angeles this project could bring.

Best,
Vasan

From: B Goodberg
To: Board Clerk
Subject: (EXTERNAL) new metro line connecting Valley to West side
Date: Friday, January 16, 2026 8:06:25 PM

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Do it!
Long overdue.

From: jacobsverdlov
To: Board Clerk
Subject: (EXTERNAL) Opposition to underground rail option for Sepulveda Corridor
Date: Monday, January 19, 2026 10:39:48 AM

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Dear Members of the Metro Board,

I respectfully urge the Board not to adopt Modified Alternative 5 as the Locally Preferred Alternative for the Sepulveda Transit Corridor.

From an administrative and CEQA standpoint, the record does not support staff's conclusion that Modified Alternative 5 is the superior alternative. Other alternatives evaluated in the Draft EIR demonstrate equal or superior travel times with fewer operational assumptions and less reliance on future design refinement. Selecting an alternative that depends on optimistic projections rather than clearly demonstrated performance exposes the decision to claims that the Board failed to proceed in a manner required by law.

In addition, access to UCLA must be evaluated based on objective effectiveness, not generalized statements of stakeholder interest. The Draft EIR shows that other alternatives provide more direct, intuitive, and functional access to UCLA's core academic and medical destinations—one of the corridor's primary trip generators. Choosing an alternative that delivers inferior access risks undermining both ridership projections and the substantial evidence standard required to support an LPA determination.

Finally, staff's conclusion that Modified Alternative 5 minimizes environmental and neighborhood impacts is not adequately supported by comparative analysis. Several alternatives similarly avoid aerial alignments and reduce displacement while avoiding additional tunneling complexity, construction staging challenges, and long-term operational risk. Impacts must be evaluated comparatively and holistically, not selectively emphasized to support a preferred outcome.

Because adoption of an LPA is a discretionary act with long-term legal and financial consequences, the Board must ensure its decision is supported by substantial evidence in the record and reflects a reasoned comparison of alternatives. For these reasons, I respectfully urge the Board to reject Modified Alternative 5 and advance an alternative that more clearly maximizes travel time efficiency, UCLA access, and impact avoidance.

Thank you for your consideration.

Respectfully submitted,

Jacob Sverdlov, Esq

Attorney at Law

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From: Eric Dean
To: Board Clerk
Subject: (EXTERNAL) Please Give Us A Heady Rail (Alt 5)
Date: Tuesday, January 13, 2026 8:31:36 PM

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Hi - My name is Eric Dean. I live in Inglewood but I have family in the Valley. I'm looking forward to the upcoming Sepulveda (405) Transit Line being developed, as it's both a mental and physical undertaking to drive to the Valley to see them.
I would love for the Metro board to go with the heavy rail option. I'm a fan of option 5 as it feels like the most cost effective and the option with quicker pick up times. I am a fan of public transit. I've visited cities where it makes a difference how people live and enjoy their lives. I'm hoping in the next two public meetings the metro decides on the option that benefits the citizens of LA.

Also, as a Inglewood resident, the K-line has made commuting into LA much easier. I would love to see it extended north to Hollywood and south into Torrance. I've heard a cut and cover build could reduce costs and build times. Please consider this when submitting planning options.

Best,
Eric Dean
Inglewood Resident

From:	Cori Solomon
To:	Board Clerk
Cc:	firstdistrict@bos.lacounty.org; Third District; contactCD4@lacity.org; Councilmember Yaroslavsky; councilmember.padilla@lacity.org; Swift, Karen; traci.park@lacity.org; Jeff Khau; mayor@lacity.gov; Jennifer Hull; hollyrmitchell@bos.lacounty.gov; mail@bradsherman.com; nithya.raman@lacity.org; Amanda Laflen; Amanda
Subject:	(EXTERNAL) Position: Needs More Consideration
Date:	Tuesday, January 13, 2026 5:42:48 PM

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Position: Needs More Consideration

I am writing on behalf of the Board and members of the Brentwood Association, a community of 500 residents bounded on the West by the Veterans Administration property, on the north by Sunset Boulevard, on the east by Church Lane, and the South by Waterford Street. We previously took a position that we support having a station on the UCLA campus, and oppose Alternative 1 because it did not have a station on campus. Our understanding based on the DEIR and all previous presentations by Metro was that the UCLA station would be at Gateway Plaza near Westwood Blvd.

However, we became aware a few days before the DEIR comment period ended that UCLA made a last minute request to move the station to Strathmore Avenue.**The Brentwood Glen Association opposes moving the station to Strathmore as it would have a severe negative impact on the residential area of Westwood near the station.**

In addition to the significant traffic impacts of adding a station immediately adjacent to the neighborhood instead of adjacent to a commercial district, moving the station would also trigger SB79 which would significantly change the neighborhood surrounding the station.

We do not think that it is reasonable for UCLA to unilaterally decide that a few years' of construction impacts at Gateway are more important than creating decades of problems by moving the station to Strathmore.

We ask that the Metro Programming and Planning Committee clarify that its approval is for the Gateway Plaza station location designated in the DEIR.

Thank you for your consideration.

Cori Solomon
President of the Brentwood Glen Association

From: David Alpern
To: Board Clerk
Cc: Leeor Alpern
Subject: (EXTERNAL) Public Comment - Support for STC Modified Alternative 5
Date: Saturday, January 17, 2026 1:57:49 PM

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To the Metro Board,
RE: STC LPA Consideration – January 22

I **support** the choice to proceed with Modified Alternative 5 as the Locally Preferred Alternative for the Sepulveda Transit Corridor Project.

Metro staff have made a good recommendation as it includes a direct on-campus station at UCLA and a seamless connection to the Purple/D line in Westwood. It will improve access and opportunity, promote transit equity, and reduce congestion. I believe its short travel times will increase transit usage, especially when benchmarked with existing travel times on the notoriously congested 405; thus making the line more of a preferred choice for those who are NOT transit dependent.

Modified Alternative 5 will increase access to affordable housing, and it will support economic development while concurrently helping protect the environment by reducing car trips.

This is a project of regional significance, and my voice urges the Metro board to approve the staff recommendation and advance the project as soon as possible; and without delay.

- One suggestion I would like to urge is to revisit where the plan meets up with the G line. I refer to the significant walking distance required in the current design for those transferring between the 2 lines at that station. Please effort to minimize such an inconvenience to travelers in that station's design and placement.

David Alpern
[redacted]

From: Ian Ramirez
To: Board Clerk
Subject: (EXTERNAL) Public Comment for Jan. 22nd Regular Board Meeting
Date: Sunday, January 18, 2026 5:31:16 PM

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Hello,

I am submitting a public comment for the January 22nd, 2026 regular board meeting in full support of the following:
- Regarding item 10: **Moving forward with Modified Alternative 5** as the LPA for the **Sepulveda Transit Corridor**
- Regarding item 11: **Certifying the EIR** for the **South Bay extension** on the **Hybrid ROW** to Torrance

On the Sepulveda Transit Corridor:
- With trains slated to run under Van Nuys Blvd, I encourage staff to look into improving the vertical connection to the G Line. This could be done by having an underground passageway linking the G Line, ESFV, and Sepulveda Line stations.
- Metro should also look into beginning the construction of underground stations on Van Nuys when the construction of the ESFV Line stations commences, ensuring no future station closures or prolonged construction

On the South Bay extension:
- Metro needs to advance with the Hybrid alignment and not the Hawthorne alignment.

  - According to Metro's own findings, the Hawthorne alignment is significantly more expensive than the Hybrid alignment while also having lower ridership.
  - Furthermore, the Hawthorne alignment will enormously delay the construction and completion of the extension, possibly by a decade. For an extension with the possibility of reaching Long Beach and the aforementioned downsides of the Hawthorne alignment, this increased time (and increased cost) is not worth it.
  - Residents in the South Bay have argued that the Hybrid alignment will displace residents and be an overall net-negative for the community. **This is false**. The Hybrid alignment is situated along Metro-owned right-of-way (which is also already an active freight corridor) and wouldn't displace residents. Additionally, plans for the Hybrid alignment will bring safety improvements to existing at-grade crossings, which is a positive for the community

- Metro has spent years studying the Hybrid alignment. Throwing away all that immense effort for a costlier, less popular, and harder-to-build alternative championed by unfactual claims is not the way to go. If Metro is serious about providing exceptional service, then Metro needs to advance with the Hybrid alignment.

Have a good day

Sincerely,
Ian

From: Corban King
To: Board Clerk
Subject: (EXTERNAL) Public Comment FOR the LPA Alignment for Item #11
Date: Saturday, January 17, 2026 2:58:05 PM

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Dear Metro Board,

I am a Redondo Beach resident and I am writing in support FOR the LPA alignment for the K Line extension to Torrance, to be discussed at the 10am meeting on January 22nd. High-quality transit *is a good thing* and is indicative of a healthy, thriving community. We need transit in the South Bay as well to further economic development and community building. This project would make the Metro accessible to me and many other Redondo Beach residents via a short hop on the Redondo Beach 102 bus (or a longer walk).

I specifically encourage the Board to certify the LPA and I am writing AGAINST Item 11.1 (the Hawthorne alignment). The LPA alignment is better than the Hawthorne alignment because the Hawthorne alignment costs significantly more while not having much of an advantage. The Hawthorne alignment would not do anything for the bus system or businesses on Hawthorne because there are no stops on the road until around the South Bay Galleria, and being able to see the metro line from Hawthorne does not mean better connectivity with buses. The Redondo Beach Transit Center from the LPA has better connections with the buses than the South Bay Galleria station proposed in the Hawthorne alignment because it is already a central bus stop. The South Bay Galleria is still accessible from the transit center, so any benefit that the South Bay Galleria stop provides is covered with much better capability by the Redondo Beach Transit Center stop. The Hawthorne alignment's further distance from residential areas does not provide much of an advantage because the freight line in the right-of-way will still continue to run. The LPA will provide improvements to the safety and sound of the freight line by providing quiet zones and better grade crossings, while the already quiet light rail trains would not impact much. There will even be a walking path along the rail at certain portions! The experience of homeowners along the right-of-way will be improved by this project by having safer railways next to them. Finally, going with the Hawthorne alignment would require undoing a significant amount of the work that has been done for the FEIR for the LPA, wasting all the effort from the past few years and delaying the project. The increased cost of the Hawthorne alignment would also delay the project and put high quality transit further out of reach of the South Bay. In a world where transit funding is becoming increasingly difficult to come by, making cost-effective and beneficial decisions is important.

This build is necessary for transit not just in the South Bay but beyond to places like Long Beach where the line could further extend. If the Hawthorne alignment is picked, this project will be put into unnecessary fiscal danger, running the risk of not just South Bay residents but many more residents of the county losing this vital

service.

In addition, I am FOR Item #10 to approve the LPA for the Sepulveda Transit Corridor Project to build up the quality of the LA Metro transit system. South Bay residents would benefit by being able to access more locations faster if the Sepulveda line is built. I would also encourage the Metro board to declare support of SB79's transit oriented development. More development around transit stations means more ridership and thus more revenue for the Metro to continue building out the transit system. Building extensions like the K line extension is just the first step, SB79 allows many more people to have easy access to the system, creating a thriving Los Angeles. When transit thrives, the people thrive. Thank you for your time reading this comment.

Best regards,
Corban King

From: Vincenzo Ioco
To: Board Clerk
Subject: (EXTERNAL) Public Comment on Item 10 (Sepulveda Corridor)
Date: Saturday, January 17, 2026 7:48:38 PM

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As someone who commutes daily to work (Cleveland HS in Reseda) from just south of Koreatown using various public transit options, I am thrilled at the prospects of a fast, reliable, automated service under the Sepulveda Pass. Please approve the modified hybrid option 5 and bring Los Angeles transit into the future.

[redacted]

From: David Woolf
To: Board Clerk
Subject: (EXTERNAL) Public Comment Re Sepulveda Corridor Underground Rail
Date: Tuesday, January 20, 2026 2:07:58 PM

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Please vote to approve MTA's proposal. This line will go a long way toward helping Lake Balboa access the city at large without a car.

David Z. Woolf, Esq.
Of Counsel
SHOUSE LAW GROUP
[redacted]

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From: troyrubiotrejo@gmail.com
To: Board Clerk
Subject: (EXTERNAL) Public Comment to the Los Angeles Metro Board
Date: Saturday, January 17, 2026 5:48:32 PM

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My name is Troy Rubio Trejo, and I am a resident of Los Angeles County. I am writing to express my full support for several critical Metro projects that will greatly enhance regional mobility and equity across our county.

I fully support the Sepulveda Transit Corridor – Modified Alternative 5 (5LPE) and the Final Environmental Impact Report (FEIR). This project is essential to improving north–south connectivity and reducing congestion in one of the most heavily traveled corridors in the region.

I also strongly support the opening of the D Line Phase One through the Wilshire Corridor, as well as the South Bay extension of the K Line. These projects represent long-overdue investments in reliable, high-capacity transit for communities that need it most.

Additionally, I fully support the Metro Board's selection of the Metro ROW Hybrid Alternative alignment for the South Bay K Line Extension. This alignment will provide efficient service while maximizing long-term benefits for riders and surrounding communities.

The South Bay deserves expanded transit options, and these projects are vital to improving access, mobility, and quality of life. I urge the Metro Board to continue moving forward decisively on all three of these major projects.

Thank you for the opportunity to provide public comment and for your continued leadership.

Respectfully,

Troy Rubio Trejo

Los Angeles County Resident

Sent from Yahoo Mail for iPhone

From: Sarah Bowers
To: Board Clerk
Subject: (EXTERNAL) Public Comment: From Sherman Oaks, Please Support Alt 5
Date: Saturday, January 17, 2026 3:48:15 PM

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Dear Metro Board,

My name is Sarah and I live in Sherman Oaks. I wanted to support Metro Staff's recommendation to utilize Alt 5 for the Sepulveda Transit Corridor Project. As the report from Metro Staff states, I agree Alt 5 balances high ridership and high frequencies and automated heavy rail while avoiding difficulties of a raised project through the Santa Monica mountains.

I live right off of Beverly Glen and as a result daily experience the insane amount of traffic trying to get over the hill into more central LA. I know that traffic will only get worse if a transit solution isn't reached. We desperately need this new metro project not only to help solve the traffic nightmare, but for safety. Driving in our neighborhood is incredibly dangerous with the amount of traffic and commuters- not that I blame them, they have no choice but to drive! I am very excited for the Alt 5 project, would live right by the proposed Van Nuys/Ventura station, and would utilize the completed project frequently. I've long dreamed of such a transit option.

Please support Alt 5.

Sincerely,
Sarah Bowers

From: Daniel Van Horne
To: Board Clerk
Subject: (EXTERNAL) Public Comment: South Bay Extension, Hybrid Alignment, Sepulveda Line Alt 5, and SB 79
Date: Monday, January 19, 2026 3:32:09 PM

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I support expanding Metro, but only if choices are grounded in reality, not ideology.

For the South Bay extension, the hybrid alignment is the only serious option. It balances cost, constructability, travel time, and neighborhood impact. Anything more extreme risks overruns and delays that undermine public trust and project viability.

For the Sepulveda Line, Alternative 5 is the correct choice. It delivers the strongest combination of capacity, reliability, and long-term system performance. Settling for weaker alternatives would be a permanent mistake on one of the region's most critical corridors.

However, none of this works without land-use alignment. Metro's refusal to support SB 79 directly undercuts ridership, value capture, climate benefits, and fiscal justification for these investments. Building multi-billion-dollar rail lines while opposing transit-oriented housing is a policy contradiction that guarantees underperformance.

Commit to the South Bay hybrid alignment, select Sepulveda Line Alternative 5, and stop sabotaging transit by blocking the housing that makes it succeed.

Daniel Van Horne

From: Byron Lutz
To: Board Clerk
Subject: (EXTERNAL) Public Comment: Support for Sepulveda Pass (Alt 5) and K Line Extension (Hybrid LPA)
Date: Saturday, January 17, 2026 1:56:27 PM

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Hi,

I'm not able to make it to this Thursday's Metro Board meeting, so I'm writing to express my support for two projects.

Sepulveda pass project: I strongly support the recommended Modified Alt 5 alignment. I live directly adjacent to the future station in Van Nuys and work in Westwood. This will be an incredibly important project for the entire region and it's vital the Metro Board moves forward with this alignment.

K line south bay extension: I frequently travel along the proposed alignment, but am forced to drive and contribute to traffic because there's no good transit connection in the area. I strongly support the certification of the current FEIR and the hybrid LPA. This alignment is the most cost effective and fastest way for the region to have a link to the south bay.

I strongly urge the Metro Board to move forward with both of the projects above.

Thanks,
Byron Lutz

From: [redacted]
To: Holly J. Mitchell; James Butts; fdutra@cityofwhittier.org
Cc: Board Clerk
Subject: (EXTERNAL) Public Comments on 1/14
Date: Thursday, January 15, 2026 11:30:45 AM

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Dear Directors and Board Clerk,

Yesterday the stakeholders on the C-Line extension project were limited to 30 seconds each while public comments for the Sepulveda Transit project were all allowed one full minute each. 15 of our callers got passed over never being called to speak. During the Construction Committee, although shorter and only a handful of commenters, we were cut to 30 seconds each as well.

Next week for the full board public hearing on the C-Line FEIR, if comments need to be limited please consider limiting on the Sepulveda Transit people as a fair trade. Especially since they're largely in support without any issues to discuss while on the C-Line our livelihoods are at stake.

Thank you for your attention to the matter.

Sincerely,
Niki Negrete-Mitchell
Redondo Beach
[redacted]

From:	Brian Yanity
To:	Board Clerk
Subject:	(EXTERNAL) RailPAC comment on LA Metro 1/22/2026 board meeting agenda items #10 (Sepulveda corridor) and #11 (C line extension)
Date:	Sunday, January 18, 2026 6:55:08 PM

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Dear Chair Dutra and members of the board,

The Rail Passenger Association of California and Nevada (RailPAC) is an all-volunteer non-profit passenger rail advocacy group, founded in 1978.

Agenda item #10 (2025-1062, Sepulveda corridor):

RailPAC supports the staff-recommended Locally Preferred Alternative (Modified 5), unanimously approved by the Planning Committee on 1/14/2026. It is the alternative with the highest benefit-to-cost ratio, and will best serve the future transit needs of Los Angeles.

Agenda item #11 (2025-0818, C line extension):

RailPAC supports approval and FEIR certification of the staff-recommended Locally Preferred Alternative (LPA), which travels along the Metro-owned Right-of-Way (ROW). We commend Metro for measures such as walking paths, landscaping, sound walls, freight improvements, and grade separations for safety, noise reduction and enhancing pedestrian and bicycle mobility. This is a critical project to enhance mobility in the South Bay, and to allow direct rail transit connectivity in the future between Long Beach, the South Bay and LAX areas. The Hawthorne Option is far costlier and more difficult to construct, for negligible enhanced benefit compared to the LPA.

--
Best Regards,

Brian Yanity
Vice President-South and Board Member
Rail Passenger Association of California (RailPAC)
[redacted]

From: K Pulungan
To: Board Clerk
Subject: (EXTERNAL) Re: I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 11:55:15 PM

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As for Item 33, I want to add that SB 79 will generate revenue badly needed by Metro. If we don't want to end up like other transit agencies around the nation that are facing fiscal cliffs, we need new revenue and ridership drivers. SB 79-enabled housing will greatly boost Metro's position.

On Tue, Jan 20, 2026 at 11:49 PM K Pulungan [redacted] wrote:

> Dear Metro Board:
>
> I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to a vocal few. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support the majority of South Bay people, and the staff's recommendation, and vote no on 11.1. As I said before, as someone who works in aerospace, this project will be crucial to connecting job centers for such an important industry of LA to the rest of LA, enabling opportunities for people who work in aerospace and live around LA, who want to work in the South Bay's important aerospace industry. It is of national importance that this project gets going ASAP, due to these jobs in the area.
>
> I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.
>
> I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system. I recognize that there are concerns about voices opposed to housing that will now be opposed to transit, but I guarantee you, the same people against housing are already basically the same people opposed to transit projects.
>
> Thank you.

From: Zyra Shelly D. Frias
To: Board Clerk
Subject: (EXTERNAL) RE: Public Comment on Items 10, 11, 12
Date: Tuesday, January 20, 2026 10:45:59 PM

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Good evening,
I would like to express my support for Item 10, specifically selecting Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor Project. Choosing this alternative will have numerous benefits for the entire L.A. region, and I urge the Board to prioritize the best alternative for one of the most important transportation projects in recent history.

Alternative 5 will ensure fast, frequent, reliable transit connecting the Westside and Valley, with automated trains and better connections to the Metro G line, Metro ESFV Project, as well as Metrolink and the Pacific Surfliner.

Additionally, I would like to express my support for the approval of the Hybrid Alignment LPA for Item 11. I urge the board to reject Motion 11.1 by Director Mitchell to advance the Hawthorne Alignment. The Hawthorne alignment is far more expensive, and does not utilize the existing Right-Of-Way that Metro already owns. Selecting the Hybrid Alignment will ensure the South Bay gets the transit it deserves, utilizing existing freight corridors while using state-of-the-art safety technologies. Selecting the Hawthorne Alignment will lead to a large budget deficit and further delay the project with billions of missing funding.
Therefore, I urge the Board to approve the Hybrid Alignment and advance the C/K Line Southern Extension.

Thank you for the opportunity to comment.

Best,
Zyra Frias

From: Emilio Zequeira-Russell
To: Board Clerk
Subject: (EXTERNAL) RE: Public Comment on Items 10, 11, 12
Date: Tuesday, January 20, 2026 11:23:55 PM

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Good morning,

I would like to express my support for Item 10, specifically selecting Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor Project. Choosing this alternative will have numerous benefits for the entire L.A. region, and I urge the Board to prioritize the best alternative for one of the most important transportation projects in recent history. Alternative 5 will ensure fast, frequent, reliable transit connecting the Westside and Valley, with automated trains and better connections to the Metro G line, Metro ESFV Project, as well as Metrolink and the Pacific Surfliner.

Additionally, I would like to express my support for the approval of the Hybrid Alignment LPA for Item 11. I urge the board to reject Motion 11.1 by Director Mitchell to advance the Hawthorne Alignment. The Hawthorne alignment is far more expensive, and does not utilize the existing Right-Of-Way that Metro already owns. Selecting the Hybrid Alignment will ensure the South Bay gets the transit it deserves, utilizing existing freight corridors while using state-of-the-art safety technologies. Selecting the Hawthorne Alignment will lead to a large budget deficit and further delay the project with billions of missing funding. Therefore, I urge the Board to approve the Hybrid Alignment and advance the C/K Line Southern Extension.

Thank you for the opportunity to comment.

From: Rita Rubinstein
To: councilmember.raman@lacity.org; Board Clerk
Subject: (EXTERNAL) Re: Sitting in traffic is not our only choice!
Date: Friday, January 16, 2026 7:58:05 PM

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Why do they need to go underground? Why not build a second story over the existing lane, an above ground tunnel? Like the one Elon Musk wants to do but just an easy one, on top, and a car lane on top of it. The train would be inside the tunnel and it would be silent up the neighborhood. Just a thought.

Rita Rubinstein

_____

Rita

_____

> On Jan 16, 2026, at 6:37 PM, Councilmember Nithya Raman <councilmember.raman@councildistrict4.lacity.org> wrote:

Council DIstrict 4 news and up

Dear Friends,

Anyone who has ever tried to get through the Sepulveda Pass knows how unpredictable it can be. Sometimes it's manageable. Sometimes it

isn't. And for too many Valley residents, the trip to the Westside can take an hour or more each way, and far longer for those using public transit.

In 2010, Los Angeles tried to fix the problem by widening the 405. We spent more than a billion dollars, lived through the construction, and ended up learning the same lesson again: adding lanes did not solve the traffic.

That's why the Sepulveda Transit Corridor, a proposed train line that would connect the Valley to the Westside through the Sepulveda Pass, matters so much to me. On Wednesday, Metro took a major step forward towards that goal when its Planning and Programming Committee approved the staff's recommendation for the "Locally Preferred Alternative" (LPA), which is the option that Metro determines best meets the project's goals, objectives, and community needs, based on technical analysis and public input. If approved, the LPA selected by the Metro Board becomes the basis for subsequent environmental analysis and design advancement.

Metro staff recommended a Modified Alternative 5, and I strongly believe that this recommendation delivers what Angelenos were promised: a fast, fully underground, high-capacity rail line connecting the San Fernando Valley to UCLA, Westwood, and the broader regional transit system, including the Expo Line and the new Purple Line. For residents of CD4, that means a trip that can take 40 to 90 minutes by car would take 18 minutes or less by rail. That's not a small improvement. It's a total reset.

For our district, this project is about access and opportunity. It means more reliable commutes for working families. Better access to jobs, education, and health care. Stronger connections between Valley neighborhoods and the rest of the city. And it means a real, world-class transit option that works for people who already rely on transit every day *and* for people who are tired of sitting on the 405 driving in

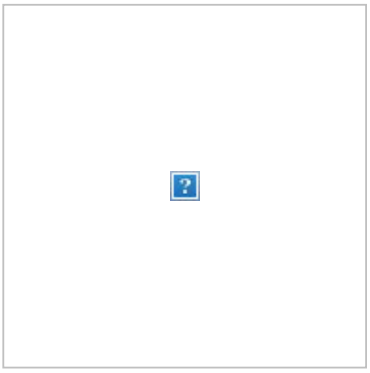
mind-numbing traffic.

It also means progress on issues our residents care deeply about: reducing climate pollution, creating good-paying jobs, and building infrastructure that actually meets the scale of Los Angeles' challenges. This is the kind of investment that strengthens our communities today and positions our city for the next century.

Metro has taken an important step—but the work is not done. The Metro Board still needs to hear from the people who live, work, and travel through our district. If you support the Sepulveda Transit Corridor, now is the time to speak up.

Please share your input by emailing the Metro Board Clerk at boardclerk@metro.net by January 22. Angelenos deserve a better answer than "just sit in traffic."

Warmly,



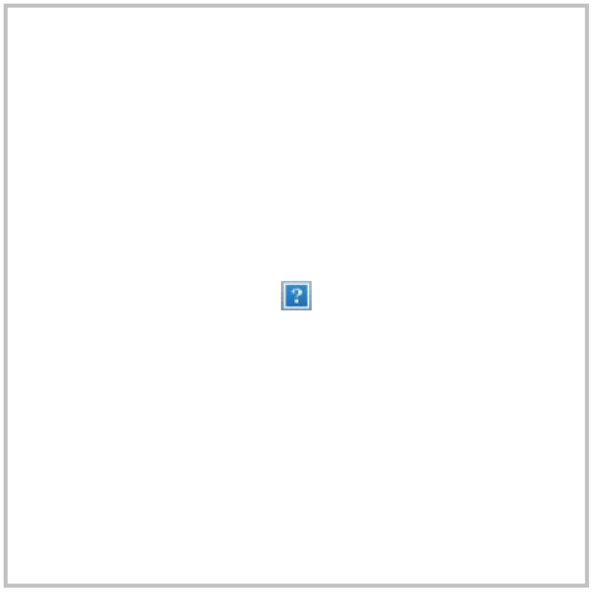
Nithya

IN THIS ISSUE

I. **Updates From City Hall —** Calling On The County To Revise Measure A Spending Plan, Engaging Angelenos On Charter Reform
II. **In The District —** Ringing In The New Year With A Community Hike, Meeting With Neighbors In Encino For A Living Room Chat
III. **Upcoming Events —** Studio City Neighborhood Council Community Clean Up, 2026 Greater Los Angeles Homeless Count
IV. **Resources & Forums —** Help Shape LA's Transportation Future, LASAN's SORT-LA Guide For Waste Disposal, LADWP Landscape Efficiency Assistance Program
V. **Other Helpful Links**

UPDATES FROM CITY HALL

ENGAGING ANGELENOS ON CHARTER REFORM



This past weekend, I joined Rewrite LA at the Japanese American National Museum for a critical conversation about reforming our City's Charter.

Charter reform offers us a rare opportunity to change how the City makes decisions that affect our everyday lives. And right now, we are inviting Angelenos into this process to make their voices heard. This begins with creating avenues for public engagement that are inclusive, transparent, and reflective of the diverse perspectives of Los Angeles residents.

I want to thank Rewrite LA who brought together

an assembly of eager community members and who are widening the circle and allowing Angelenos to actually see themselves in this process. For more information and to get involved, you can visit their website at rewritela.org.

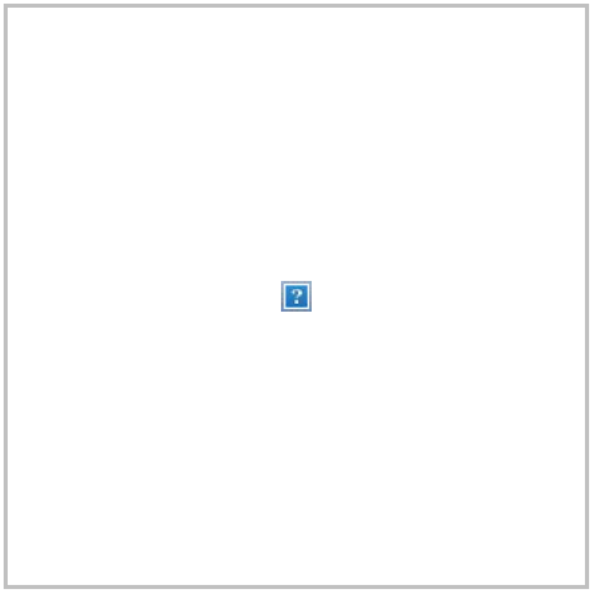
I also want to make sure you have information about upcoming meetings of the Los Angeles Charter Reform Commission, as your participation in these meetings is critical to help us build a city that best serves you. Below, you will find the remaining January Commission meetings and I encourage you to attend in-person, or submit public comment ahead of time by emailing reformLAcharter@lacity.org. My office will continue to keep you updated on important upcoming meetings and ways to engage. You can also sign up to receive regular updates from the Charter Reform Commission HERE.

Ad Hoc Committee Meeting
DATE: Saturday, January 17
TIME: 9:30am
LOCATION: Los Angeles City Hall, Room 1010

Charter Reform Commission Meeting: Town Hall Study Session
DATE: Wednesday, January 21
TIME: 3pm
LOCATION: Van Nuys City Hall, 14410 Sylvan St # 215, Van Nuys, CA 91401

IN THE DISTRICT

RINGING IN THE NEW YEAR WITH A COMMUNITY HIKE



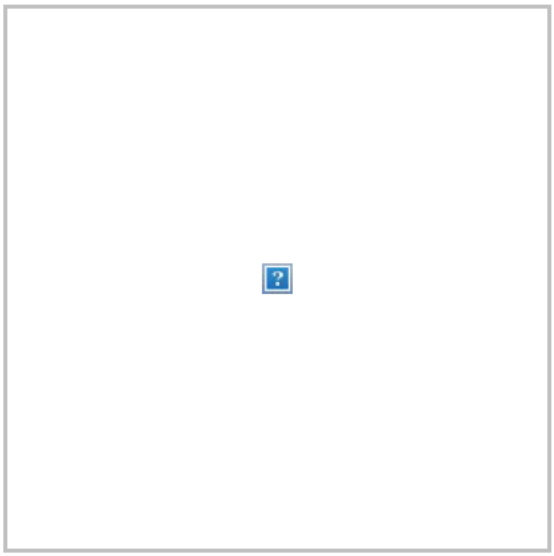
Council District 4 showed up in full force last Saturday to celebrate the first weekend of 2026! In partnership with Charles Fleming, author of *"Secret Stairs: A Walking Guide to the Historic Staircases of Los Angeles"* and tour guide extraordinaire, my team helped lead an unforgettable trek through the Los Feliz hills and up to the Griffith Observatory. It was a uniquely LA start to the new year: 70 degree weather and a gorgeous hike!

We kicked things off at Franklin's Cafe & Market and wound our way through hidden neighborhood gems and up some truly remarkable staircases that most of us never knew existed. Charles brought the City's secrets to life at every turn! After catching our breath – those stairs are no joke – we slipped into Griffith Park through a little-known residential entrance. A hiker paused in front of what looked like a light pole with a speaker atop, and Charles shared that it was no ordinary light pole, but actually a Cold War-era air raid siren. A prime example of history hiding in plain sight.

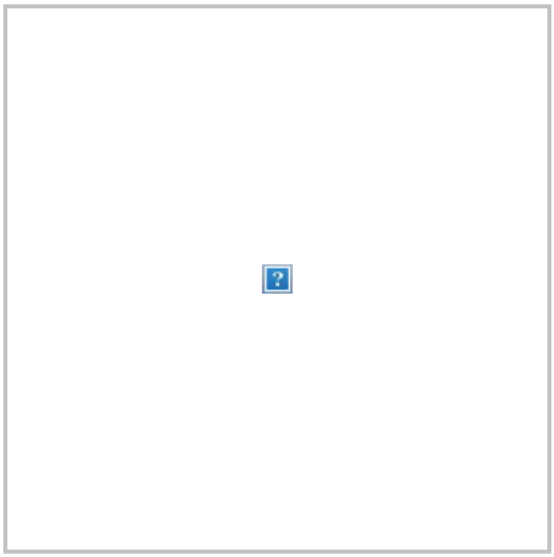
At long last we found ourselves just below the Griffith Observatory, celebrating with perfectly clear views all the way to the ocean.

Exceptional weather aside, this event was a perfect reminder of just how magical this city is. Strangers left friends, we all walked away with uniquely LA trivia to share, and we took the time to pause and connect with this beautiful city we call home.

If you were unable to join us Saturday, we'll be hosting more events in the near-future and would love to see you there!



MEETING WITH NEIGHBORS IN ENCINO FOR A LIVING ROOM CHAT



As you've heard me say many times before, connecting with residents is one of the best parts of this job, and it's always a pleasure to be welcomed into a living room or backyard to

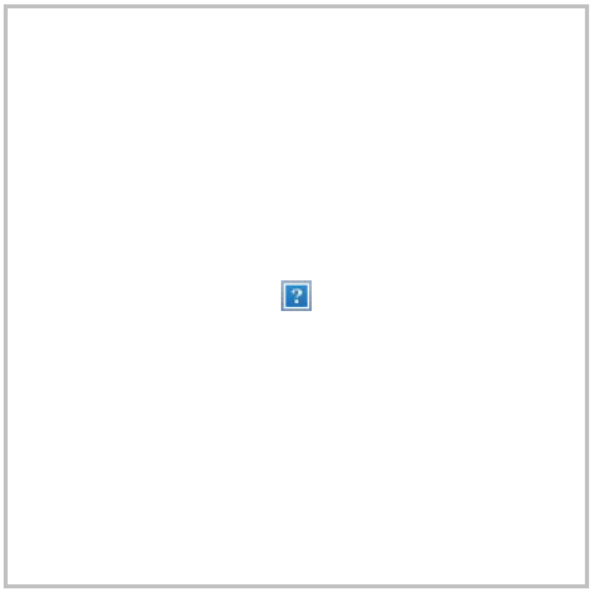
meet with neighbors. This past weekend, Laure Stevens opened up her Encino home to us, bringing together about 20 neighbors for an engaged conversation on the issues that matter most to our community.

We had an in-depth discussion about homelessness and our ongoing outreach and oversight work, as well as the housing crisis and how it is imperative that we build more housing in Los Angeles to create a resilient city for the future. Traffic safety was also top of mind for many attendees. Traffic has become much worse in recent years, particularly in the Hills, and I know many residents are feeling unsafe walking in their own neighborhoods. Laure has been a true leader on this issue and was instrumental in getting the Encino Hills Traffic Calming Plan off the ground, which we hope will improve safety for many years to come. You can find the latest updates on the project on our website.

Thank you Laure for graciously inviting us into your home and everyone who spent a busy Saturday afternoon with us. These conversations are essential to understanding what our neighborhoods need and how we can work together to address the challenges we face.

UPCOMING EVENTS

STUDIO CITY NEIGHBORHOOD COUNCIL COMMUNITY CLEANUP EVENT | MORE INFO



Join the Studio City Neighborhood Council for a community cleanup event this Sunday, January 18 from 8:30-11am. Everything will be provided – grabbers, vests, gloves, and trash bags – just bring yourself! Refreshments will be provided after the event.

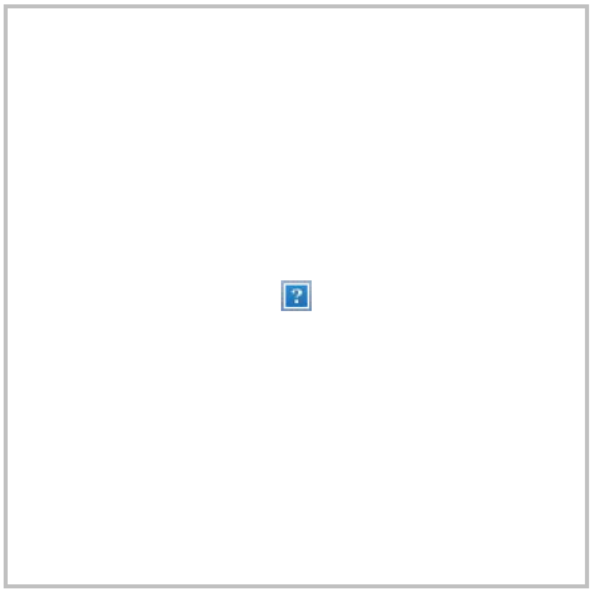
DATE: Sunday, January 18
TIME: 8:30 - 11:00am
LOCATION: meet at Vitello's Restaurant, 4349 Tujunga Ave, Studio City, 91604

Registration is mandatory – click HERE to RSVP!

2026 GREATER LOS ANGELES HOMELESS COUNT | JANUARY 20 - JANUARY 22 | MORE INFO

The Los Angeles homeless count is one of the greatest tools we have in assessing the progress we are making as a City toward solving this humanitarian crisis. Conducted over three nights every January, the homeless count provides critical data to help inform policy, secure resources, and deliver services where they are most needed.

Council District 4 is once again hosting the Studio City homeless count at the First Christian Church of North Hollywood on Tuesday, January 20. To count with CD4 staff, be sure to select "Studio City" in the location drop-down. To count closer to home, select the neighborhood that works best for you!



I am so grateful to everyone volunteering their time over the course of these three nights to help us work toward a Los Angeles where no one is without a place to live.

DATE: Tuesday, January 20 - Thursday, January 22
TIME: 7:30PM
LOCATION: Click HERE to sign up for a specific location!

RESOURCES & FORUMS

HELP SHAPE LA'S TRANSPORTATION FUTURE | MORE INFO

The City of Los Angeles is developing its first Mobility Action Plan (MAP), which will guide how LA invests in streets, sidewalks, transit, biking, and walking for the next 5-20 years. Your feedback will guide how the City prioritizes

transportation investments. By sharing your experiences and priorities, you'll help us plan for a safer, more accessible, and connected transportation system for everyone.

Click HERE to take the survey!

LASAN'S SORT-LA GUIDE FOR WASTE DISPOSAL | MORE INFO

LA Sanitation and Environment (LASAN) has a new tool to help you properly sort your household waste: SORT-LA. SORT stands for *Separating Organics, Recycling, and Trash*, and is intended to help answer any questions you may have about how to dispose of an item. Type in the name of a household item, and the site will tell you which bin it goes into, or if the item requires special disposal outside of the LASAN three-bin system.

Click HERE to get started!

LADWP LANDSCAPE EFFICIENCY ASSISTANCE PROGRAM | MORE INFO

Looking ahead to a sustainable new year, the Los Angeles Department of Water and Power (LADWP) encourages eligible customers to take advantage of its no-cost Landscape Efficiency Assistance Program (LEAP). The program helps single-family residential customers in Disadvantaged Communities (DACs) transform their front yards to water-saving gardens that reduce their outdoor water use, lower their water bills, and beautify their neighborhoods — all at no cost.

To qualify, participants must meet the following requirements:

- Be a single-family residential LADWP customer living in a Disadvantaged Community, as defined by DWR
- Have a living (green) front lawn; transformations apply to **front yards only**
- Turf removal area must be between **1,000 to 3,000 square feet**
- Property must have **rain gutters installed in the front**

- Applicant must be the **property owner** or have documented permission from the owner

LEAP funds are limited. Customer participation is on a first-come, first-served basis until funds are exhausted. For more information and to check program eligibility, visit ladwp.com/LEAP.

HELPFUL LINKS

Our Office:

- Sign Up For Updates — Newsletter and Volunteer Corps Newsletter
- Get In Touch
- Grant Requests
- Certificate Requests
- Scheduling Requests
- Transportation & Traffic Safety Requests
- Job Openings
- CD4 Renter Rights Guide

Services + Resources

- Food Pantry Locator — Get connected to food resources near you.
- StayHoused LA — Workshops and resources to help renters stay in their homes.
- MyLA311 — Submit a request for services including graffiti removal, pothole repair, and bulky-item pickup.
- LA-HOP Homeless Outreach Portal — Assist or self-input an outreach request from the LA Homeless Services Authority to unhoused residents.
- LA City Sanitation — Submit a service

request for metal/household appliance disposal.

- MyChildCarePlan — Free resource website for childcare providers and families listing every licensed provider in California.
- Adopt or Foster a Shelter Pet — Find pets for adoption and a list of local shelters.
- Gas Assistance Fund - The Gas Assistance Fund (GAF) offers a one-time grant to help customers pay their natural gas bills.
- Ready Your LA Business Workbook — City of LA's FREE workbook to help business owners prepare their business for any emergency. Available in English and Spanish.

Alerts

- NotifyLA — Sign up to receive urgent notifications about local emergencies by phone, email, and/or text message.
- LAFD Alerts — Sign up for alerts on fires and evacuations in your area.
- LADWP Outage Info — Sign up for outage alerts in your area.
- StreetsLA Street Sweeping — Register for notifications about sweeping in your neighborhoods.

CLICK HERE TO FOLLOW US!

200 N Spring St, Suite 415 Los Angeles, CA 90012 | 213-473-7004 | contactCD4@lacity.org

Unsubscribe from future updates

From:	Alison Kendall
To:	Board Clerk
Cc:	Caro Vilain; kent Strumpell; Laurene von Klan; Cynthia Rose; Barbara Filet; Michael Brodsky; Boris Suchkov; Cynthia Rose (Cynthia.Rose@SMSpoke.org)
Subject:	(EXTERNAL) Re: Tuesday 3PM: call to discuss transit improvement for Ocean Park Blvd.
Date:	Tuesday, January 13, 2026 6:40:56 PM
Attachments:	image001.png

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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

PUBLIC WRITTEN COMMENT for Metro Board Meeting Wed January 14, 2026
ITEM 10: SEPULVEDA TRANSIT CORRIDOR
SUPPORT for MODIFIED ALTERNATIVE FIVE with Line E/Expo Connection at Bundy not Sepulveda

Dear Metro Board,
Congratulations on the progress on evaluating alternatives for the Sepulveda Corridor. It is exciting to see a commitment to a sustainable alternative to driving to travel between the Westside and the San Fernando Valley. After reviewing the alternatives in the Summary of Alternatives and the Staff Report there appear to be compelling reasons to support Alternative 5 with the Modifications suggested by Metro Staff. However, as an urban planner who facilitated numerous First/Last Mile Planning Projects for Metro, I would urge you to seriously consider the possibility of making the connection to the Expo Line at Bundy rather than Sepulveda, and using the Bundy corridor as the start of planning for an eventual rail extension to LAX which would serve the intense development of the Westside.

Among the key existing and proposed developments this Bundy/Exposition Station connection with the Sepulveda Corridor rail and/or bus corridor would serve are:

-The West Edge Development with Riot Games and high density housing at Olympic and Bundy
-The Bundy/Exposition Transit Village Development currently under construction
- The Ocean Park Boulevard Big Blue Bus Line and planned mixed use housing and commercial planned at the Santa Monica Business Park, with the first phase currently proposed near Clover Park
- A major regional park with a wide variety of recreational and cultural uses, possibly including substantial affordable workforce housing at the 192 acre site of the Santa Monica Airport
- Santa Monica College's Bundy Campus, with planned housing for 175 students
- Mar Vista's vibrant Venice Boulevard Neighborhood
- Playa Vista's new entertainment technology jobs and housing development
- Loyola Marymount University
- Westchester Retail Areas
- LAX

After analyzing First Last Mile Connections to both the Van Nuys Station and the Expo Stations, as well as a wide range of other stations, I found that the ability to site a station AWAY from heavy freeway traffic, with good pedestrian, bicycle/scooter, transit and street connections to the surrounding area, creates a much more attractive and safer connection for users. The station options very near Sepulveda have a significant disadvantage over the N-S connection on Bundy located just one stop away. I hope you will consider a slight modification to Alternative 5 to

incorporate the Expo Line connection at Bundy rather than Sepulveda. A major project such as the Sepulveda Corridor should be planned strategically to help ease the extreme congestion in the Westside and to reinforce the sustainable alternatives for station access.

Thanks for your time and attention.

Alison Kendall, AIA AICP
Kendall Architecture Planning + Design
Santa Monica

On Tue, Jan 13, 2026 at 4:38 PM Jason Kligier [redacted] wrote:

> Thanks for the recap, Caro. Attached is a letter that we sent to Metro earlier in this process with some talking points.
>
>
>
>
> Jason Kligier, AICP
>
> Chief Planning Officer
>
> Department of Transportation
>
> santamonica.gov
>
> ---
>
> **From:** Caro Vilain [redacted]
> **Sent:** Tuesday, January 13, 2026 4:35 PM
> **To:** [redacted]
> **Cc:** [redacted]
> **Subject:** Re: Tuesday 3PM: call to discuss transit improvement for Ocean Park Blvd.
>
> EXTERNAL
>
> Hey all,
>
> Just wanted to send a quick recap to everyone.

Jason talked to Boris and I about the Sepulveda transit corridor that is on the agenda for Metro's Planning and Programming Committee tomorrow at 11 AM and on the board's agenda for next Thursday.

As you may already know, Metro staff is recommending a modified alternative 5, which would be a major improvement for the West side and anyone who commutes along the 405. Jason, along with other city staff and advocates, is recommending a push for a connection at Expo/Bundy rather than Expo/Sepulveda, as it would greatly benefit the future airport site, SMC students, Santa Monica residents,... and still allow for a connection to the D line and a station at UCLA, while keeping a future LAX connection viable. It would also enable more connections through walkable neighborhoods than the current 405 alignment that they recommend.

Jason, feel free to add if I missed anything important or got anything wrong.

If you'd like to show support for this option, we'd recommend emailing the committee tonight since the meeting is tomorrow morning. You can use the Streets For All template that Jason linked to, and simply update the email to add your thoughts. You can also email the board directly for their meeting next Thursday.

If you feel strongly about this and have the time, you can also go there in person.

We also briefly touched on proposed business park projects. Staff is discussing mobility options in the area, considering a variety of possibilities at both the business park and the airport. Boris asked about the feasibility of a master plan to ensure cohesion among the different projects, which Jason will discuss with planning staff.

Jason and Boris, let me know if I missed anything.

And thanks for the meeting and all the work, Jason!

Caro

On Tue, Jan 13, 2026 at 3:53 PM kent Strumpell [redacted] wrote:

> Hi Jason,
>
> My apologies again for missing the Teams meeting. Apparently some invitees had trouble getting onto it, or it was over when we tried?
>
> In any event, If you think it would be worthwhile, let us know if we can try again sometime at your convenience. I think there is interest in the Metro project alternatives, *and,* mobility issues in the vicinity of airport and business park.
>
> Kent
>
> > On Jan 12, 2026, at 5:17 PM, Jason Kligier [redacted] wrote:
> >
> > Hi all, to clarify, our quick meeting tomorrow is going to focus on the Sepulveda Transit Corridor project. You may be aware that Metro is having a vote about selecting a locally preferred alternative to study for this project on Wednesday, January 14. Please see details attached from Streets for All about how to participate in that meeting. Tomorrow, I will share some thoughts about a modification to advocate for, which is for the project to ultimately connect to the E Line at Bundy as opposed to Sepulveda, so as to set up the future phase to LAX with the ability to have a stop near the SM Airport area. Looking forward to connecting with you and I will try to answer your other questions tomorrow as well.
> >
> > -Jason
> >
> > <image001.png>
> > Jason Kligier, AICP
> > Chief Planning Officer

Department of Transportation

santamonica.gov

From: Laurene von Klan [redacted]
Sent: Saturday, January 10, 2026 12:54 PM
To: [redacted]
Cc: [redacted]
Subject: Re: Tuesday 3PM: call to discuss transit improvement for Ocean Park Blvd.

EXTERNAL

Thanks for this opportunity — I wonder if there are any materials, maps, project summaries, relevant city plans etc that we might look at before we have the meeting to help formulate our comments? Anyone have an idea of timeframes or likelihood for this project?

I find Ocean Park currently to be a scary street to bike on. I wonder what this project suggests for bike plan amendments and connections to Grant Elem.

More and more, with each year, I become more interested in senior-oriented shuttles. Are units/priced as Car-free/shared vehicle homes? (senior maybe?) When my parents lived in SF we used the car share located in their garage and so that, together with Silver-ride service and cabs met the need.

Side thought: Jason, is anyone thinking of the number of pets anticipated for large developments? I would like to see a development of this size include a dog area (even private and privately maintained) that diverts polluted water/rain water to the sewage system rather than the ocean.

Laurene

On Jan 10, 2026, at 9:39 AM, Alison Kendall [redacted] wrote:

Sounds interesting. 28th and 31st should both be developed with ped bike links to SMO and rest of SM including BBB and Expo stations.

On Fri, Jan 9, 2026 at 4:57 PM kent Strumpell [redacted] wrote:

> Jason and I have scheduled a meeting to discuss a transit / mobility option for Ocean Park Blvd. in the vicinity of the business park, something that could be important to new development in the area. He said it's OK to invite a few people, so hop on the Google Teams meeting if you want to participate. Link below.
>
> Next Tuesday, the 13th, 3PM
>
> Kent
>
> Begin forwarded message:

From: Jason Kligier <[redacted]

Subject: Mixed use proposal next to Clover Park

Date: January 9, 2026 at 10:57:36 AM PST

To: kent Strumpell [redacted]

To discuss an upcoming opportunity to advocate for improved transit to the area near eastern Ocean Park Blvd.

Microsoft Teams Need help?

Join the meeting now

Meeting ID: 288 004 046 533 59

Passcode: Lc3td2A6

Dial in by phone

+1 310-883-7522,,562249552# United States, Santa Monica

Find a local number

Phone conference ID: 562 249 552#

For organizers: Meeting options | Reset dial-in PIN

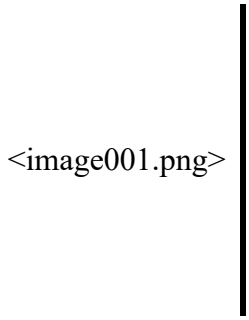
From: kent Strumpell [redacted]
Sent: Friday, January 9, 2026 10:23 AM
To: Jason Kligier [redacted]
Subject: Re: Mixed use proposal next to Clover Park

EXTERNAL

Yes, that works for me. Should we invite others?

On Jan 9, 2026, at 10:17 AM, Jason Kligier [redacted] wrote:

Hi Kent, Thanks for the email. Do you have time next week to discuss one possible solution to improve transit access in this area and how you and others might be able to help advocate? Do you have time to connect on Tuesday at 3pm?



Jason Kligier, AICP

Chief Planning Officer

Department of Transportation

santamonica.gov

From: kent Strumpell [redacted]
Sent: Friday, January 9, 2026 9:14 AM
To: [redacted]

[redacted]

Subject: Mixed use proposal next to Clover Park

EXTERNAL

Great Park-adjacent housing. This only occupies a fraction of the business park, so a lot more could be built.

More parking is proposed than I'd like to see, but then the location is kind of transit-isolated. That seems problematic if the whole business park achieves this level of density. I wonder what mobility/connectivity solutions are possible to address this. Shuttle service to Expo? Increase bus service? Protected bikeways to transit links (Europe really takes advantage of bike-to-transit; this is an untapped resource here).

Ground level walkability looks OK, but 28th St. would benefit from an ambitious ped and bike-oriented design as the area builds out. Ocean Park Blvd as well, for that matter. It's still 4 lanes in this area; the road diet west of here could be extended.

Kent

<image002.jpg>

Fresh renderings for mixed-use project at 2800 28th St. in Santa Monica

la.urbanize.city

<Mail Attachment.eml>

--

From:	Zachary Zysk
To:	Board Clerk
Subject:	(EXTERNAL) Regarding the K Line Extension to Torrance and Sepulveda Line (and the 405)
Date:	Sunday, January 18, 2026 10:04:06 PM

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To Whom This May Concern,
My name is Zachary Zysk. I am a resident of Long Beach and work in Culver City, meaning I often use the 405 to get to work. I'm a transplant, like many in LA, and every stereotype, legend, and joke about the 405 being a nightmare with traffic has been proven true in various ways. The 405 is obviously one of LA's most crucial routes and has influenced traffic patterns so much that we're even having this debate about transit alternatives (and, quite frankly, because it's at capacity). The K Line extension to Torrance and the Sepulveda subway would be a fantastic way to get people off this road and still travel to where that freeway can take them. Speaking more personally, the K Line has been a game changer getting to LAX the last few times I've flown back to the east coast. I know many other people in Long Beach feel the same way. But going all the way to the Redondo Beach stop is too far just to go the last few miles into the airport. The Torrance extension would certainly be more convenient, and I know my fellow residents would start to change their minds about driving the full distance to the airport. If anything, this extension would do quite a bit to at least meet us halfway. And if this project is approved, maybe the K Line can come all the way down to Long Beach, filling a crucial gap in the Metro system and taking more cars off the road. And that's not to mention the additional connections via E Line in Crenshaw to West LA, where many people travel to using the 405. By providing this alternative mode to get around LA (as well as the Sepulveda subway), we can maybe begin to do away with these stereotypes, legends, and jokes about the 405, and create a new narrative about traffic in LA.
Thank you for your time.
-Zachary Zysk

From: ADRIENNE NGUYEN
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Monday, January 19, 2026 11:51:27 PM

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Agenda Item 10: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

Thank you for voting to transform public transportation for Los Angeles.

Adrienne Nguyen
4th year, psychology major
[redacted]

From: Taizo Nakayama
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Sunday, January 18, 2026 7:53:35 PM

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Thank you for voting to transform public transportation for UCLA and beyond.

Taizo Nakayama
2nd Year, Astrophysics
[redacted]

From: Scarlett Blythe
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Tuesday, January 20, 2026 5:48:41 PM

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I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

I have only ever been to the vally one time and because it took 3 hours by public transit. I really want to be able to see more of LA and feel more connected to this city that I live in but it's really difficult without a car. This would make the city much more accessable.

Thank you for voting to transform public transportation for Los Angeles.

Scarlett Blythe
2nd year Environmental Science
[redacted]

From: Rohan Vanheusden
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Sunday, January 18, 2026 5:13:02 PM

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Agenda Item 10: FOR

Dear Metro Board of Directors,

I am a PhD student at UCLA and I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option is best positioned to serve UCLA students, residents of the San Fernando Valley, and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. Importantly, it includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, (4) frequent trains with low headways, and (5) paves the way for a future LAX connection that will likely see significant usage. I hope Metro will expedite the environmental review of the Sepulveda Line to hasten construction, reduce costs, and enable students at UCLA and across West LA to benefit from this Line as soon as possible.

Thank you!

Rohan Vanheusden
PhD student, Systems Biology, UCLA
[redacted]

From: Morgan Christie
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Monday, January 19, 2026 10:51:45 PM

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Agenda Item 10: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

Thank you for voting to transform public transportation for UCLA and beyond.

Morgan Christie
Graduate, Library and Information Science
[redacted]

From: NURI KIM
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Tuesday, January 20, 2026 4:47:50 PM

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Agenda Item 10: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

Thank you for voting to transform public transportation for Los Angeles.

Nuri Kim
1st year, Linguistics & Computer Science
[redacted]

From: Brigitte A Macias
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Sunday, January 18, 2026 2:51:11 PM

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Agenda Item 10: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

Thank you for voting to transform public transportation for UCLA and beyond.

Brigitte Macias
2nd Year, English
[redacted]

Sent from my iPhone

From: JAYA BARRY
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Tuesday, January 20, 2026 4:12:18 PM

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Agenda Item 10: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

As a student without a car, I am dependent on public transit to get around. Reliable, on-time transport with stations close to UCLA makes all the difference in accessing jobs, internships, and fun activities in the area.

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

Thank you for voting to transform public transportation for UCLA and beyond.

Jaya Barry
Second Year International Development Studies Major at UCLA
[redacted]

From: Xu Qining
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Monday, January 19, 2026 10:36:57 PM

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Agenda Item 10: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

Thank you for voting to transform public transportation for UCLA and beyond.

Charles Xu
1st Year, Political Science
[redacted]

From: Mia Liu
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Tuesday, January 20, 2026 4:10:36 PM

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Agenda Item 10: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

Thank you for voting to transform public transportation for Los Angeles.

Mia Liu
2nd year Stats
[redacted]

From: Kate Goshko
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Sunday, January 18, 2026 1:29:43 PM

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Agenda Item 10: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

Thank you for voting to transform public transportation for UCLA and beyond.

Kate Goshko
2nd Year, Economics major
[redacted]

From: Zenya Bian
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Monday, January 19, 2026 10:00:29 PM

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Agenda Item 10: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

As a student, buying a car is not feasible given the costs, bus routes along the 405 are often extremely slow and take twice as long as a personal vehicle, forcing me to use rideshare apps which can be costly. Having a subway line along the planned route would be life-altering and would allow me to find work opportunities much further away from campus in addition to more recreational freedom.

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

Thank you for voting to transform public transportation for UCLA and beyond.

Zenya Bian
3rd Year Undergraduate Researcher in Molecular, Cell and Developmental Biology

From: ABIGAIL SHIH
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Tuesday, January 20, 2026 3:57:29 PM

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Agenda Item 10: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

Thank you for voting to transform public transportation for Los Angeles.

Abigail Shih
1st Year, Statistics and Data Science
[redacted]

From: Sophia Wang
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Monday, January 19, 2026 9:47:30 PM

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Agenda Item 10: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I have struggled to receive healthcare services and balance my duties as a student because of my doctor being located north of the 405. Alternative 5 would dramatically change my life.

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. Everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Sophia Wang
4th Year, Public Affairs
[redacted]

From: Priya Ravi
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Monday, January 19, 2026 9:35:33 PM

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Agenda Item 10: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

Thank you for voting to transform public transportation for UCLA and beyond.

Priya Ravi
3rd Year, Bioengineering
[redacted]

Sent from my iPhone

From: LARISSA RAMIREZ
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Tuesday, January 20, 2026 3:35:50 PM

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Agenda Item 10: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

Thank you for voting to transform public transportation for Los Angeles.

Larissa Ramirez
Graduate Student, Master of Social Welfare
[redacted]

From: COOPER LEE
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Tuesday, January 20, 2026 3:03:57 PM

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Agenda Item 10: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

Thank you for voting to transform public transportation for Los Angeles.

Cooper L.
2nd year Applied Mathematics

From: ISABEL LIN
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Monday, January 19, 2026 8:57:02 PM

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Agenda Item 10: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

Thank you for voting to transform public transportation for UCLA and beyond.

Isabel Lin
2nd Year, Physiological Science
[redacted]

Sent from my iPhone

From: Fisher, Matthew
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Monday, January 19, 2026 8:56:08 PM

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Agenda Item 10: FOR

Dear Metro Board of Directors,

As a UCLA faculty member, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA staff, faculty, and students, and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

Thank you for voting to transform public transportation for UCLA and beyond.

Matthew Fisher
Faculty
[redacted]

Matthew Fisher
Associate Professor
Department of English
University of California, Los Angeles

Editor, *Viator*
Pronouns: he/him

From: Grace Lu
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Tuesday, January 20, 2026 1:32:31 PM

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Agenda Item 10: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

As someone who works in Burbank and Van Nuys, I'm constantly stuck in traffic along the 405. This would be gamechanging for me, and many other students who commute to/from UCLA from the Valley.

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

Thank you for voting to transform public transportation for UCLA and beyond.

Grace Lu
Class of 2026, Psychology
90024

From: YI, REX
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Monday, January 19, 2026 8:09:32 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As an immigrant (from Australia), and a resident of Westwood of the past two years, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve commuters throughout the San Fernando Valley and West LA. I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way.

I believe that a city is made a city rather than a loosely affiliated collection of suburbs by the strength of its public transit. It is only by connecting the people of different neighbourhoods that a city can develop, and it is only through rail networks that this is possible for an area the size of Los Angeles. I understand that LA has unique difficulties that make the construction of this rail network a heavy undertaking. However, I believe that LA more than any other major American city needs this network to truly thrive.

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA, (2) direct connections to other Metro lines, (3) stations placed where people will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that people can benefit from this Line as soon as possible.

Thank you for voting to transform public transportation for the Valley and Los Angeles.

Rex Sungyoon Yi
Resident of postcode [redacted]

From: LOGAN WELLS
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Tuesday, January 20, 2026 1:21:42 PM

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Agenda Item 10: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

At the beginning of this school year I had to commute from the San Fernando valley to UCLA and often times, it took well over an hour to travel 10-15 miles. This project would be extremely beneficial to students like me who cannot live on campus and need a reliable and efficient mode of transportation to class.

Thank you for voting to transform public transportation for Los Angeles.

Logan Wells
4th year, Pubic Health
[redacted]

From: Tyler Xiao
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Monday, January 19, 2026 8:02:57 PM

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Agenda Item 10: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

Thank you for voting to transform public transportation for UCLA and beyond.

Tyler Xiao
2nd Year, Computer Science
[redacted]

From: Julie Chernesky
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Tuesday, January 20, 2026 11:39:42 AM

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Agenda Item 10: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

Thank you for voting to transform public transportation for Los Angeles.

Julie Chernesky
UCLA Extension, Accounting
[redacted]

Sent from my iPhone

From: Ashiyah Dobbs
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Monday, January 19, 2026 7:20:12 PM

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Agenda Item 10: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

Thank you for voting to transform public transportation for UCLA and beyond.

Ashiyah
4th year History major
[redacted]

From: Cherelle Moellendorf
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Tuesday, January 20, 2026 11:10:19 AM

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Agenda Item 10: FOR

Dear Metro Board of Directors,

As a LA resident and parent of a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve commuters throughout the San Fernando Valley and West LA!

There are many UCLA students and employees that could greatly benefit from a station there, which would allow people to get there from less expensive neighborhoods that are more affordable.

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA, (2) direct connections to other Metro lines, (3) stations placed where people will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that people can benefit from this Line as soon as possible.

Thank you for voting to transform public transportation for the Valley and Los Angeles.

Cherelle Moellendorf

From: BA PM
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Tuesday, January 20, 2026 11:08:50 AM

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Agenda Item 10: FOR

Dear Metro Board of Directors,

As a LA resident and parent of a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve commuters throughout the San Fernando Valley and West LA!

There are many UCLA students and employees that could greatly benefit from a station there, which would allow people to get there from less expensive neighborhoods that are more affordable.

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA, (2) direct connections to other Metro lines, (3) stations placed where people will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that people can benefit from this Line as soon as possible.

Thank you for voting to transform public transportation for the Valley and Los Angeles.

Barry Pohlmann
[redacted]

From: BILL SU
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Monday, January 19, 2026 5:59:46 PM

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Agenda Item 10: FOR

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As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

Thank you for voting to transform public transportation for UCLA and beyond.

Sincerely,
Bill Su
3rd Year, Bioengineering @ UCLA
[redacted]

From: NORMAN CHEN
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Monday, January 19, 2026 5:38:12 PM

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Agenda Item 10: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

Thank you for voting to transform public transportation for UCLA and beyond.

Norman Chen
Graduate, Mathematics
[redacted]

From: Edmond Wen
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Tuesday, January 20, 2026 11:02:14 AM

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Agenda Item 10: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

Thank you for voting to transform public transportation for Los Angeles.

Edmond Wen
4th Year, Computer Science
[redacted]

From: SACAAR JAIN
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Monday, January 19, 2026 5:24:03 PM

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Agenda Item 10: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

Thank you for voting to transform public transportation for UCLA and beyond.

Sacaar Jain
Graduated 2025, Computer Science
[redacted]

Sent from my iPhone

From: Russell Mo
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Tuesday, January 20, 2026 10:38:04 AM

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Agenda Item 10: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

Thank you for voting to transform public transportation for Los Angeles.

Russell Mo
3rd Year, Economics
[redacted]

From: Anthony Gehrlich-Orr
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Monday, January 19, 2026 5:13:53 PM

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Agenda Item 10: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

Thank you for voting to transform public transportation for UCLA and beyond.

Anthony Gehrlich-Orr
2nd Year, Chemical Engineering
[redacted]

From: Natalie Bachman
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Tuesday, January 20, 2026 8:47:08 AM

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Agenda Item 10: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

As a student who relies entirely on public transportation to access internship, work, shadowing, and volunteer opportunities, this development would make them even more accessible. Los Angeles is far too car-reliant as it stands and this makes opportunities highly inaccessible to those who can't buy one. If access to transit was easier I would also consider living further away from campus where rent is significantly cheeper, saving me significant money.

Thank you for voting to transform public transportation for Los Angeles.

Natalie Bachman
Molecular Biology, year 3
[redacted]

From: Jose Lorenzo Colasito
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Monday, January 19, 2026 5:10:21 PM

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Agenda Item 10: FOR

Dear Metro Board of Directors,

As a UCLA alumnus, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

Thank you for voting to transform public transportation for UCLA and beyond.

Jose Lorenzo Colasito
Alumni
[redacted]

From: Joanne Sarsam
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Tuesday, January 20, 2026 6:06:44 AM

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Agenda Item 10: FOR

Dear Metro Board of Directors,

As a recent UCLA alumni, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

During my four years at UCLA from 2021-25, I often relied on the bus system to get around Los Angeles, but felt increasingly frustrated that accessing much of the city required the use of a car. This reality limited me and many other students to housing immediately surrounding the campus in Westwood, which is has the concentration of some of the highest rents in the country. It's unquestionable that the existence of efficient, well-connected transit is necessary to elevate one of the world's most vibrant cities from one of congestion to one of access for it's everyday residents--students, families, and workers alike. With the access this Modified Alternative 5 would provide, students will have the option to live further away from campus, alleviating longstanding socioeconomic stresses such as rent burden, housing insecurity, and food insecurity. The development of this corridor is undoubtedly an intersectional issue--Metro exists to serve all the residents of the city, not just the wealthy who refuse to see public infrastructure flourish for the sake of their own perceived convenience.

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

Thank you for voting to transform public transportation for UCLA and beyond.

Best regards,
Joanne Sarsam

From: sydsyd2260@gmail.com
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Monday, January 19, 2026 4:34:51 PM

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Agenda Item 10: FOR

Dear Metro Board of Directors,

As an LA resident, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

Thank you for voting to transform public transportation for UCLA and beyond.

Syd C

From: AADI MALAVIYA
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Tuesday, January 20, 2026 2:23:21 AM

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Agenda Item 10: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

Working in LA over the summer as a student. I really would have liked public transport like this.

Thank you for voting to transform public transportation for Los Angeles.

Aadi
3rd year, Math
[redacted]

From: Christian Argumedo
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Tuesday, January 20, 2026 2:08:13 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board of Directors,

As a resident in the Westwood area for over 7 years, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve commuters throughout the San Fernando Valley and West LA.

As an Angeleno and resident I love this city with all my heart and want only the best for it which includes improving the traffic situation that every one of us who grows up here learns to tolerate. This city is a beautiful place that could only serve to be improved by making transportation easier and affordable for all who live here. The environmental impact would serve not only our collective health but that of natural beauty we all adore in California.

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA, (2) direct connections to other Metro lines, (3) stations placed where people will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that people can benefit from this Line as soon as possible.

Thank you for voting to transform public transportation for the Valley and Los Angeles.

Thank you for your consideration,
Christian Argumedo
[redacted]

From: Colin Warn
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Monday, January 19, 2026 4:17:45 PM

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Agenda Item 10: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

Thank you for voting to transform public transportation for UCLA and beyond.

Colin Warn
Masters, Aerospace Engineering
[redacted]

From: oramirez0045@icloud.com
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Monday, January 19, 2026 3:47:12 PM

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Agenda Item 10: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

Thank you for voting to transform public transportation for UCLA and beyond.

Oscar Ramirez
3rd Year, Mathematics
[redacted]

Sent from my iPhone

From: Esther He
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Tuesday, January 20, 2026 1:49:40 AM

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Agenda Item 10: FOR

Dear Metro Board of Directors,

As a college student who frequently visits friends at UCLA, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve commuters throughout the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA, (2) direct connections to other Metro lines, (3) stations placed where people will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that people can benefit from this Line as soon as possible.

Thank you for voting to transform public transportation for the Valley and Los Angeles.

From: Quan Tran
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Tuesday, January 20, 2026 12:36:29 AM

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Agenda Item 10: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

Thank you for voting to transform public transportation for Los Angeles.

Quan Tran
2022, Biology
[redacted]

Sent from my iPhone

From: Gabe Musen
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Monday, January 19, 2026 2:59:46 PM

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Agenda Item 10: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

Thank you for voting to transform public transportation for UCLA and beyond.

Gabriel Musen
MS in Aerospace Engineering
[redacted]

From: ANDREW RAMIREZ
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Monday, January 19, 2026 2:46:36 PM

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Agenda Item 10: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

Thank you for voting to transform public transportation for UCLA and beyond.

Andrew Ramirez
Econ 2028
[redacted]

From: ABHAY MAHAJAN
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Tuesday, January 20, 2026 12:17:00 AM

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Agenda Item 10: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

In my first two years at UCLA, I heavily relied on the Metro to get around town. However, when it came to volunteering at local hospitals or traveling to the downtown, my trips would take hours. After seeing the benefit of having a train line so close to campus at UCSD, I believe it was be in our best interest to expedite the construction of this metro line.

Thank you for voting to transform public transportation for Los Angeles.

Abhay Mahajan
Fourth Year, Human Biology and Society
[redacted]

From: Mathew Tsega
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Tuesday, January 20, 2026 12:08:21 AM

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Agenda Item 10: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

I don't usually reach out about policy decisions like this, but I'm going out of my way to write because this project genuinely matters to me. As a UCLA student, I spend an enormous amount of time sitting in traffic on the 405—whether I'm trying to get home or get to LAX—and it's exhausting and unnecessary. The Sepulveda transit line would be transformative, not just for me but for countless students, workers, and families who rely on this corridor every day. Like many others, I would love to see this finally happen: a faster, cleaner, and more reliable way to move through Los Angeles without being stuck in gridlock.

Thank you for voting to transform public transportation for Los Angeles.

Mathew Tsega
2024, Computer Science
[redacted]

From: Minghao Chen
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Monday, January 19, 2026 2:37:10 PM

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Agenda Item 10: FOR

Dear Metro Board of Directors,

As a UCLA alum, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

Thank you for voting to transform public transportation for UCLA and beyond.

Minghao Chen

From: nicole francesca
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Monday, January 19, 2026 2:05:38 PM

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Agenda Item 10: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

Thank you for voting to transform public transportation for UCLA and beyond.

Nicole Empleo
1st year, Public Health
[redacted]

From: Kushaal Madadi
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Monday, January 19, 2026 1:54:09 PM

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Agenda Item 10: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

Thank you for voting to transform public transportation for UCLA and beyond.

Kushaal Reddy Madadi
3rd year, Computational Biology
[redacted]

From: LUCIA YANEZ
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Monday, January 19, 2026 1:48:14 PM

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Agenda Item 10: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

Thank you for voting to transform public transportation for UCLA and beyond.

Lucia Yanez
4th year, English Major
[redacted]

From: NAOMI ONG
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Monday, January 19, 2026 1:47:19 PM

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Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

Thank you for voting to transform public transportation for UCLA and beyond.

Naomi
3rd year, Economics
[redacted]

From: Arthur Rozin
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Monday, January 19, 2026 1:43:40 PM

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Agenda Item 10: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

Thank you for voting to transform public transportation for UCLA and beyond.

Arthur Rozin
4th year mechanical engineering
[redacted]

Arthur Rozin

From: GABRIELA AMAYA-VELIS
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Monday, January 19, 2026 1:18:35 PM

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Agenda Item 10: FOR

Dear Metro Board of Directors,

As a UCLA alumna and resident of the San Fernando Valley, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor. I support the Sepulveda Transit Corridor for UCLA students as I struggled with transportation to UCLA from my home in North Hollywood for the entirety of my 4 years at UCLA.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am grateful to have the opportunity to advocate for transportation for incoming UCLA students. Thank you for voting to transform public transportation for UCLA and beyond.

Gabriela Amaya
Alumna, Public Health B.S.
[redacted]

From: kimberly carrillo
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Monday, January 19, 2026 12:58:00 PM

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Agenda Item 10: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

Thank you for voting to transform public transportation for UCLA and beyond.

Best Regards,
Kimberly Carrillo Garcia.
3rd Year, Sociology Major.

From: SAEED MOHANNA
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Monday, January 19, 2026 12:56:08 PM

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Agenda Item 10: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

Thank you for voting to transform public transportation for UCLA and beyond.

Saeed Yahya Mohanna
6th year graduate student, Geophysics and Space Physics
[redacted]

From: John Anderluh
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Monday, January 19, 2026 12:46:17 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Agenda Item 10: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

Thank you for voting to transform public transportation for UCLA and beyond.

John Anderluh
1st year, mechanical engineering
[redacted]

From: Michelle Golden
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Monday, January 19, 2026 12:36:43 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Agenda Item 10: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

Thank you for voting to transform public transportation for UCLA and beyond.

Michelle Golden
Junior, Comparative Literature
[redacted]

From: Kristin Pischel
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Monday, January 19, 2026 12:36:42 PM

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Agenda Item 10: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

Thank you for voting to transform public transportation for UCLA and beyond.

Kristin Pischel
Alum, MCDB
[redacted]

Kristin

From: Cole Graham
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Monday, January 19, 2026 12:23:00 PM

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Agenda Item 10: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

Thank you for voting to transform public transportation for UCLA and beyond.

Cole Graham
2nd Year, Business Economics
[redacted]

From: jessicanava631@gmail.com
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Monday, January 19, 2026 12:16:25 PM

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Agenda Item 10: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

Thank you for voting to transform public transportation for UCLA and beyond.

Jessica Navarrete
4th year, Psychology Major
[redacted]

From: Bryan Cheng
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Monday, January 19, 2026 12:13:44 PM

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Thank you for voting to transform public transportation for UCLA and beyond.

Bryan Cheng
PhD Student, Molecular, Cellular, & Integrative Physiology
[redacted]

From: RALPH MCKNIGHT
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Monday, January 19, 2026 11:50:56 AM

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Thank you for voting to transform public transportation for UCLA and beyond.

Liam McKnight
1st year, Biology
[redacted]

Sent from my iPhone

From: Briana Mims
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Monday, January 19, 2026 11:49:05 AM

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Thank you for voting to transform public transportation for UCLA and beyond.

Briana Mims
3rd Year, Public Health
[redacted]

From: April Sun
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Monday, January 19, 2026 11:45:35 AM

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Thank you for voting to transform public transportation for UCLA and beyond.

April Sun
4th Year, Computer Science
[redacted]

From: FRANCISCO GUZMAN
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Monday, January 19, 2026 11:30:33 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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Thank you for voting to transform public transportation for UCLA and beyond.

Francisco Guzman
2nd year Civil Engineering
[redacted]

From: jin noms
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Monday, January 19, 2026 11:24:31 AM

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Thank you for voting to transform public transportation for UCLA and beyond.

Emily Lyday
2nd year, Cognitive Science/CS + Ling
[redacted]

Sent from my iPhone

From: Ricardo Lopez
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Monday, January 19, 2026 11:23:23 AM

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Thank you for voting to transform public transportation for UCLA and beyond.

Ricardo Lopez
Junior
Statistics major
[redacted]

Sent from my iPhone

From: Ria Dawar
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Monday, January 19, 2026 11:22:47 AM

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Thank you for voting to transform public transportation for UCLA and beyond.

Ria Dawar
Medical student
[redacted]

Sent from my iPhone

From: Jimmy Torres
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Monday, January 19, 2026 11:06:06 AM

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Thank you for voting to transform public transportation for UCLA and beyond.

Jimmy
2nd year, Urban Planning (Master's)
[redacted]

From: Jason Cheng
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Monday, January 19, 2026 10:59:16 AM

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Thank you for voting to transform public transportation for UCLA and beyond.

Jason Cheng
1st year, masters of computer science
[redacted]

From: Jessica Ly
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Monday, January 19, 2026 10:52:20 AM

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Thank you for voting to transform public transportation for UCLA and beyond.

Jessica Ly
3rd year, psychobiology
[redacted]

From: Noah Pang
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Monday, January 19, 2026 10:51:24 AM

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Thank you for voting to transform public transportation for UCLA and beyond.

Noah Pang
First year masters, computer science
[redacted]

From: Daniel Luan
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Monday, January 19, 2026 10:45:01 AM

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Thank you for voting to transform public transportation for UCLA and beyond.

Daniel Luan
3rd year, computer science
[redacted]

Sent from my iPad

From: Griffin Sanders
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Monday, January 19, 2026 10:30:24 AM

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As a transfer student, I relied heavily on public transportation options to commute to and from my prior college, and I would have loved an option like this. My previous commute was over an hour on the bus, and a heavy rail option would have been highly beneficial to me.

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

Thank you for voting to transform public transportation for UCLA and beyond.

Griffin Sanders
3rd year Molecular, Cell, and Developmental Biology major
[redacted]

Sent from my iPhone

From: Hailey Minchaca
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Monday, January 19, 2026 10:11:53 AM

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Thank you for voting to transform public transportation for UCLA and beyond.

Hailey Minchaca
3rd Year, Education and Social Transformation
[redacted]

From: K
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Sunday, January 18, 2026 8:11:26 PM

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Thank you for voting to transform public transportation for UCLA and beyond.

Kaiwen Xiao
3rd Year, Mathematics
[redacted]

From: Frida Conejo
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Tuesday, January 20, 2026 8:08:06 PM

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Thank you for voting to transform public transportation for Los Angeles.

Frida
3rd year, Neuroscience

From: Janani Acharya
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Item 10
Date: Monday, January 19, 2026 11:55:33 PM

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I would use the Sepulveda Line to travel to and from OC, where I have family. I would also use it to travel for work and internships.

Thank you for voting to transform public transportation for Los Angeles.

Janani Acharya
2nd year, Linguistics and Computer Science
[redacted]

From: ELLA COFFEY
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Sunday, January 18, 2026 6:30:55 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

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I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Ella Coffey
3rd Year, World Arts and Cultures
[redacted]

From: Maricela Alvarez
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 11:14:34 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Maricela Alvarez
3rd year, sociology
[redacted]

Sent from my iPhone

From: Kyra Koh
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Tuesday, January 20, 2026 7:57:31 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. Everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for Los Angeles.

Kyra Koh
3rd Year, Electrical Engineering
[redacted]

From:	SAMEER ERRAMILLI
To:	Board Clerk
Subject:	(EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date:	Sunday, January 18, 2026 9:51:52 AM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Sameer Erramilli
PhD student, Physics
[redacted]

From: SARAH HARRINGTON
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 11:00:25 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Sarah
PhD Student; Archaeology
[redacted]

Sarah E. Harrington
University of California, Los Angeles
Near Eastern Languages and Cultures Department
PhD Candidate, Levantine Archaeology

From: Ezra Sokobin
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Tuesday, January 20, 2026 6:16:54 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a resident of Los Angeles County, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve the residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

This would greatly benefit my ability to commute to and from work, plus would extend the options to explore during my free time as well.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. Everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for Los Angeles.

Ezra Sokobin
[redacted] resident

Sent from my iPhone

From: Arian Canete
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 10:41:14 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

A C
1st year, Biochemistry
[redacted]

From: L Rod
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Tuesday, January 20, 2026 4:31:51 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

Los Angeles has all the potential to be a transit city. This is what the original founders of the city had in mind. A getaway that starkly contrasted from the congestion of the east coast cities. This proposal moves us further towards this vision so that we can make this city more accessible for everyone.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. Everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for Los Angeles.

Luis Rodriguez-Perez
Graduate Student
[redacted]

From: EMILIA MCLENNAN
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 9:48:38 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Emilia McLennan
4th Year PhD Student, Slavic Studies
[redacted]

From: Stefany Mena
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Tuesday, January 20, 2026 3:06:09 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a resident of the Valley and UCLA community member, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve the residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

I wake up at 5am to beat the 405 traffic and then sleep in my car until 9am meetings.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. Everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for Los Angeles.

Stefany Mena
community member
[redacted]

From: Percival Liu
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 8:12:51 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Percival Liu
3rd Year, Statistics
[redacted]

From: Sharlene May Minosa
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Tuesday, January 20, 2026 2:51:07 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA graduate, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

While I am no longer a student at UCLA, I commute regularly from the San Fernando Valley to West Los Angeles, and having a rail option will significantly improve the quality of living for hundreds of thousands of individuals who live and work across LA. When I was a student in 2017, I found myself in a car totaling accident during rush hour commuting back home in Sherman Oaks from the Westwood campus. I strongly believe that a rail option will not only decrease commute times by preventing further traffic-causing accidents, but also improve public safety while stimulating economic growth for businesses in the area.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. Everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for Los Angeles.

Sharlene Minosa
2018 Graduate; Anthropology

From: Tia Merriman
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 7:46:26 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Tia Merriman
2nd Year, Public Affairs
[redacted]

Best,
Tia Merriman.

From: Zulema Vazquez
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Tuesday, January 20, 2026 2:47:27 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a resident of Los Angeles County, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve the residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

Although this isn't directly benefiting me since I don't typically travel to these locations, I know approving this project will pave the path for future projects that will ultimately benefit the community

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. Everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for Los Angeles.

Leslie Vazquez
CSULB
[redacted]

From: ETHAN ROME
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 7:29:02 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

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Thank you for voting to transform public transportation for UCLA and beyond.

Ethan Rome
2nd year Stats and Data Science
[redacted]

From: Viva Corless
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Tuesday, January 20, 2026 2:09:58 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. Everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for Los Angeles.

Viva Corless
3rd year, theater major
[redacted]

From: michelle pellizzon
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 7:15:31 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Michelle Pellizzon
PhD information studies
[redacted]

Sent from my iPhone

From: NOAH HRUNG
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Tuesday, January 20, 2026 2:09:17 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. Everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for Los Angeles.

Noah Hrung
2nd year, Design | Media Arts
[redacted]

From: Michael Griffin
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 6:40:38 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Michael Griffin
4th year, Biology
[redacted]

--
Michael Griffin
University of California, Los Angeles
Biology, B.S. | Evolutionary Medicine Minor
[redacted]

From: Corey C
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Tuesday, January 20, 2026 1:01:07 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a resident of Los Angeles County, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve the residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. Everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for Los Angeles.

Corey Christensen
UCLA Alum
[redacted]

Sent from my iPhone

From: KAELA BIROZY
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Tuesday, January 20, 2026 12:17:23 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

I used public transit for all 4 years I lived on campus since I didn't have a car. LA Metro was the reason I could get to class and get around LA.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. Everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for Los Angeles.

Kaela Birozy
Alum '25, Civil Engineering
[redacted]

Kaela Birozy (she/her)
Civil and Environmental Engineering, B.S. | UCLA 2025
[redacted]

From: Tom Fay
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 6:08:50 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA faculty member, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Thomas Fay
Faculty in Chemistry
[redacted]
Thomas Fay
Assistant Professor in Theoretical Chemistry
University of California, Los Angeles
https://faygroupucla.github.io/

From: Gerrit Lane
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 5:35:13 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA alumnus, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA. This line will facilitate visiting campus, Westwood, and LA more easily and reduce existing congestion in the west side.

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for transforming public transportation for UCLA and beyond.

Gerrit Lane

From: Alex Geyer
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Tuesday, January 20, 2026 11:56:16 AM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a former UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

I attended UCLA way back in the '90s and the idea of commuting seemed unthinkable. A few years after graduation, I moved to Van Nuys. It's mind boggling how easy it would be to commute from the Valley to school if this subway gets built. Not to mention having an easy route to LAX, which was another challenge as a student in the 90s. This route will be such a boon for LA residents.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. Everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for Los Angeles.

Alex Geyer
UCLA Civil and Environmental Engineering, '00

From: Daniel Zhang
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 4:43:31 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Daniel Zhang
2nd Year Chemical Engineering
[redacted]
Daniel Zhang
UCLA '28 ChemE

From: Alex Bushnell
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Tuesday, January 20, 2026 10:06:41 AM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. Everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for Los Angeles.

Alex Bushnell
3rd Year Fine Arts
[redacted]

From: Olivia Saldana
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Tuesday, January 20, 2026 9:33:44 AM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a resident of Los Angeles County, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve the residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

Extensive and reliable transit takes people off the road and reduces traffic and pollution!

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. Everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for Los Angeles!!

Olivia Saldana
LA resident & Cal Poly SLO Student
[redacted]

From: Nevan Hughlett
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 4:16:58 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a current UCLA student, I urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor. Having worked in real estate in Bel Air, and having seen the respective arguments for and against the metro, I staunchly side with the people FOR agenda items 10 and 11. We cannot let corporate greed and an already difficult real estate market interfere with the needs of our working class civilians and students.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Nevan Hughlett
3rd, Economics
[redacted]

Sent from my iPhone

From: MINNA HO
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Tuesday, January 20, 2026 9:25:01 AM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

I wish there was an easy way to get to the valley to visit friends and family! This is everything I hoped for to accomplish that. In addition, I'm excited for the connection to LAX because it finally puts LA on par with other major cities' transit.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. Everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for Los Angeles.

Minna
grad student, atmospheric and oceanic sciences
[redacted]

From: Daniel Torrero
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 4:09:53 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Daniel Torrero
2nd year, economics
[redacted]

Sent from my iPhone

From: Brandon Shihabi
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 3:39:44 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Brandon Shihabi
4th Year, Computer Scienxe
[redacted]

Sent from my iPhone

From: Kevin Wang
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Tuesday, January 20, 2026 8:08:21 AM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA alumni and West LA resident, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

We all know the dreaded traffic on the Sepulveda pass and it's about time we really consider an underground heavy rail solution for this issue that's plagued LA for ages. Living near the Yellow line, this would expand my transit options by so much, and I'm already thankful for the ability to take the train to work downtown.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. Everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for Los Angeles.

Kevin N Wang
2003 Electrical Engineering
[redacted]

From: Joseph Augello
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 3:34:09 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Joseph Augello
2nd year Civil Engineering
[redacted]

From: LAILA ROBINSON
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Tuesday, January 20, 2026 8:04:47 AM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. Everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for Los Angeles.

Laila Simone Robinson
2nd year MFA, Costume Design
[redacted]

From: Alexander Torres
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 2:50:16 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Alexander Torres
3rd year, computational mathematics
[redacted]

--
Alexander Torres | UCLA
[redacted]

From: JOVANNY ESCOBAR SERNA
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Tuesday, January 20, 2026 7:43:45 AM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

From: Naomi Zhang
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Tuesday, January 20, 2026 7:24:31 AM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

I'm from Ventura County, so I either take the train or drive to school. Whether on the 761 bus from the Van Nuys station or on the 405 freeway itself, my life has been dominated by the congested Sepulveda Pass. The Sepulveda Line would change the lives of anyone remotely like me. A reliable, consistent option that will end up being the fastest travel route by a landslide during rush hours. The 405 Freeway frequently goes viral for the congestion it accumulates; it's frankly embarrassing that LA does not have any viable transit option to bypass such a heavily trafficked road, especially since Sepulveda Blvd will not be getting bus-only lanes anytime soon. If you care about your constituents, if you care about actually providing a robust transit network to one of the biggest employers in Los Angeles, the Sepulveda Line Modified Alternative 5 would be no question.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. Everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for Los Angeles.

Naomi Zhang
4th Year, Public Affairs
[redacted]

Naomi Zhang

From: adibahaque57@gmail.com
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 2:43:01 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Adiba Haque
5th year, Computer Science
[redacted]

From: Eli Papagni
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 2:32:18 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

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I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Eli Papagni
4th year economics major
[redacted]

From: Annmarie Jessil
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Tuesday, January 20, 2026 4:50:56 AM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

I would love if there was an easier way to get to LAX from UCLA which is why I'm in support of this project. Going to the airport is incredibly expensive if you are in a rush and I would love if there was a reliable, efficient, and accessible way to travel within LA. It's time for LA to catch up to the Bay Area and have a better more efficient Metro system!!!

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. Everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for Los Angeles.

Annmarie Jessil
3rd Year, Computer Science and Engineering
[redacted]

Sent from my iPhone

From: Dylan Cairns
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 2:26:08 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

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I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Dylan Cairns
Freshman, Computational Biology
[redacted]

Sent from my iPhone

From: Rachel Edio
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Tuesday, January 20, 2026 2:01:06 AM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

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I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

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Thank you for voting to transform public transportation for Los Angeles.

Rachel Edio
4th year, Sociology
[redacted]

From: Lea Jade
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 2:23:06 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

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Thank you for voting to transform public transportation for UCLA and beyond.

Lea Robinson
2nd Year, Human Biology & Society major
[redacted]

From: Mattie Simon
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Tuesday, January 20, 2026 1:20:21 AM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

Vote to ensure LA builds a more connected, faster future. I would like to see people freely move and travel so as to generate economic activity, community, and tourism.

Thank you for voting to transform public transportation for Los Angeles.

Matthew Simon
2nd year, Political Science
[redacted]

From: Elizabeth O"Brien
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 1:50:17 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

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Thank you for voting to transform public transportation for UCLA and beyond.

Elizabeth O'Brien
Professor
[redacted]

From: JAI WILLIAMS
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Tuesday, January 20, 2026 1:04:19 AM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

As a UCLA student public transport is very limited and there are not a lot of fun activities to do in Westwood it would be nice to not have to drive everywhere as parking is a nightmare. The future students of UCLA deserve a good transport system and more options to explore the city outside of having a car.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. Everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for Los Angeles.

Jai Williams
3rd Year, Psychology
[redacted]

From: MINDY REN
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 1:49:34 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

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Thank you for voting to transform public transportation for UCLA and beyond.

Mindy Ren
4th Year, MCD Biology
[redacted]

Sent from my iPhone

From: Angelina Vergara
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Tuesday, January 20, 2026 12:17:27 AM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a Los Angeles resident, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

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Thank you for voting to transform public transportation for Los Angeles.

Angelina Vergara

From: Keith Gibson
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 1:43:49 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA alum, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA and those living and working in the vicinity can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Sincerely,
Keith
UCLA Class of 2011

Sent from my iPhone

From: Soham Bhatt
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 1:37:47 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

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Thank you for voting to transform public transportation for UCLA and beyond.

Soham Bhatt
2026 MBA
[redacted]

From: Isabella Amparo
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 1:35:23 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Isabella Amparo
2nd Year, Chemistry
[redacted]

Sent from my iPhone

From: EVAN MACINTOSH
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 1:28:15 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Evan MacIntosh
2nd Year, Biochemistry Major
[redacted]

From: DANIEL CANDIA
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 1:14:56 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Daniel Candia | Undergraduate Student

UCLA Political Science

From: Ryan Chao
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 1:14:50 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Ryan Chao
1st year, business economics
[redacted]

Sent from my iPhone

From: Jashan Mahajan
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 12:51:41 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Jashan Mahajan
3rd year, Neuroscience
[redacted]

Sent from my iPhone

From: Natalie Finnegan
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 12:34:52 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Natalie Finnegan
4th Year Ph.D. Student, Anthropology
[redacted]

From: RAIHAN WICAKSONO
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 12:23:55 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Raihan Wicaksono
2nd year Mechanical Engineer
[redacted]

From: christine M bruton
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 12:15:12 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA staff person of 20 years, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

christine bruton
Staff
[redacted]

From: Malin Sapkota
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 12:12:14 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a recent UCLA alumni, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Malin Sapkota
2024 Mechanical Engineering Graduate
[redacted]

Thanks,
Malin

From: Daanish Malik
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 12:10:34 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a former UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

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Thank you for voting to transform public transportation for UCLA and beyond.

Daanish Malik
Graduate
[redacted]

From: Betty Chang
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 12:03:56 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

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Thank you for voting to transform public transportation for UCLA and beyond.

Betty Chang
2nd year, Applied Maths & History
[redacted]

From: Max Davis-Housefield
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 11:37:45 AM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Max Davis-Housefield
3rd year Economics and Public Affairs Studen
[redacted]

From: CORRINA FULLER
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 11:29:59 AM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

The decision you all make has the potential to transform the lives of many thousands; please consider this when facing pressure from the monied few. Thank you for voting to transform public transportation for UCLA and beyond.

Corrina Fuller
5th year PhD Candidate, Linguistics
[redacted]

From: Evan Garcia
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 11:10:41 AM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA staff member, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve the UCLA community and residents of the San Fernando Valley, West Los Angeles, Santa Monica, and other neighborhoods.

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where UCLA students and staff will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As many UCLA community members commute to campus from the South Bay, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Evan Garcia
UCLA Staff
[redacted]

From: Abigail Yang
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 10:56:15 AM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA alumnus, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

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Thank you for voting to transform public transportation for UCLA and beyond.

Abigail Yang
B.S. Computer Science and Engineering
[redacted]

From: Justin Li
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 10:45:23 AM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

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Thank you for voting to transform public transportation for UCLA and beyond.

Justin Li
1st Year, Computational Biology
[redacted]

From: rho2002@icloud.com
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 10:43:15 AM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a former UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

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I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Riley O.
BA '24

From: Quinn Pollard-Velez
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 10:30:51 AM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

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Thank you for voting to transform public transportation for UCLA and beyond.

Quinn Pollard-Velez
4th Year, Theatre Major
[redacted]

From: MIKE ARTEAGA
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 10:26:55 AM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

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Thank you for voting to transform public transportation for UCLA and beyond.

Mike Arteaga
3rd year, history
[redacted]

From: Gmail
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 10:25:09 AM

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Agenda Item 10: FOR
Agenda Item 11: FOR

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I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

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I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Daniel Oviedo
Aerospace Engineering, Graduate student
[redacted]

Sent from my iPhone

From: Tabitha
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 10:24:12 AM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

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I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

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Thank you for voting to transform public transportation for UCLA and beyond.

Tabitha Yu
4th year, Financial Actuarial Math
[redacted]

From: ANDY NGUYEN
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 10:21:20 AM

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From: Jeet Purohit
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 10:14:22 AM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Jeet Purohit
2nd year, Economics
[redacted]

From: Ricardo Diaz
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 10:06:37 AM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Ricardo Diaz
Master Graduate; Finance
[redacted]

From: Gabrielle Lopez
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 9:13:23 AM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Gabrielle Lopez
3rd year, World Arts and Cultures major and Art History minor
[redacted]

From: EISHA SHAKEEL
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Sunday, January 18, 2026 7:02:10 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA graduate, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Eisha Shakeel

Engineer/Planner at Fehr & Peers
Master of Urban and Regional Planning - UCLA

From: Steph Anderson
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 11:19:29 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As an Angeleno and former westside resident, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will serve the greater LA area, tourism, and residents of the San Fernando Valley and West LA.

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students, commuters, and tourists will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that all of Los Angeles can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. Everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for the West side and beyond.

Stephanie Anderson
[redacted]

From: Margo Azzam
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Tuesday, January 20, 2026 8:01:55 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. Everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for Los Angeles.

Margo Azzam
2nd year, Molecular Biology
[redacted]

From: Kymberleigh Richards
To: Board Clerk
Cc: [redacted]
Subject: (EXTERNAL) REVISED: Public comment, agenda item 10, regular board meeting
Date: Tuesday, January 20, 2026 2:16:34 PM

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(Sorry about that. I inadvertently deleted my sentence about connections to Metrolink. Everything else unchanged. -- KMR)

=====

Directors of the Authority,

As a long time public transportation advocate and former Metro governing official, I would like to endorse Alternative #5 as modified, for the Sepulveda Transit Corridor project.

Virtually all of my objections from previous public input have been addressed to my satisfaction:

1. Van Nuys Blvd. is served at the logical connection point (the presently under renovation Van Nuys G Line Station) which will allow for this to be a regional hub for three high-capacity services, including the G Line and the future East San Fernando Valley LRT, as well as to Metro Local and Rapid service, and LADOT DASH. The goal of multimodal interconnection is also furthered by the north terminus being colocated at Van Nuys Metrolink Station, which connects to the aforementioned Metro bus service, but also to LADOT DASH on a separate route from the one serving the G Line.
2. Similarly, the recommended route will not only connect with the D Line extension at Wilshire & Westwood Blvds. but also to Metro Local and Rapid service, an LADOT Commuter Express line, and municipal service from Santa Monica's Big Blue Bus and Culver CityBus, furthering the goal of multimodal hub stations wherever possible.
3. All of the logistics that would have accompanied any of the routing that involved Sepulveda Blvd. and the I-405 corridor through the Sepulveda Pass are eliminated by the heavy rail underground route being recommended by staff for approval.
4. The proposed south terminus is also at a connection point to Metro Rail (Expo/Sepulveda E Line Station) as well as municipal service from Santa Monica and Culver City. I am presuming here that Metro Rapid Line 761 will terminate in Westwood once the rail line starts revenue service.
5. Connectivity at Ventura Blvd. to multiple Metro Local and Rapid lines is also included in the modified proposal. I would suggest that the south terminal of Line 234 (Sepulveda Blvd.) be realigned to the new rail station, to further improve passenger connectivity.

Submitted for your consideration,

==========

Kymberleigh Richards #[redacted]
Metro San Fernando Valley Service Councilmember, 2003-2014

From: Christina Binkley
To: Board Clerk
Subject: (EXTERNAL) Say YES to the Sepulveda Transit Corridor
Date: Saturday, January 17, 2026 4:07:51 PM

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Angelinos need more public transit options. Our family of four strongly supports this proposal for a rail line connecting the Valley to the West Side.
Thank you.

Christina Binkley
[redacted]

From: Robert Nowicki
To: Board Clerk
Subject: (EXTERNAL) Sepulveda Comment
Date: Wednesday, January 14, 2026 4:27:33 AM

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I support immediately moving forward with the recommended LPA, Modified Alternative 5 (and also support the certification of the South Bay extension to Torrance).

Robert Nowicki
Torrance Resident

From: Claire McCluskey
To: Board Clerk
Subject: (EXTERNAL) Sepulveda corridor option 5
Date: Saturday, January 17, 2026 11:06:38 AM

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Hello,

I am so enthusiastic about the proposed rail line that has been selected. I live in Sherman Oaks and work at UCLA and this project will help me personally commuting to work (not to mention getting to UCLA for sporting events and cultural events on the weekend) but will also be a game changer for my neighborhood which is inundated with traffic every morning and evening.

I'm so grateful to the work Metro has done to get to this point and cannot wait for the project to begin construction!

Claire McCluskey

From: Laurel Wruble
To: Board Clerk
Subject: (EXTERNAL) Sepulveda Corridor Transit Project
Date: Saturday, January 17, 2026 11:07:56 PM

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To the Board-
I am a resident of Encino, and am a retired UCLA employee. I heartily endorse the proposed project plan being considered on January 22. This project is very needed, and I encourage its approval.

The only improvement I would suggest would be to add a stop at Getty Center. I'm sure this was considered, but let's not let
"perfect be the enemy of the good."

Laurel A. Wruble
[redacted]

Sent from my iPhone

From: Peter Kearns
To: Board Clerk
Subject: (EXTERNAL) Sepulveda D Line and South Bay Extension (meeting Comment)
Date: Monday, January 19, 2026 12:55:59 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Good afternoon,

I am writing to support 2 specific items that will be discussed in the meeting on Thursday 1/22/25.
First the sepulveda pass rail project. I wanna aplaud the board for seeing through the silliness of a monorail and recommending heavy rail alternative 5. As a westwood homeowner i am excited for the project and hope my children will reap tje benefits of the projects we start today. Please keep the gateway plaza station on UCLA as it is so central to the neighborhood. This is the project that will define this board.

Second the south bay extension. This project has so much potential for connecting our city- it makes more of the city accessible and is crucial for connecting south LA to LAX. Please do not allow one loud minority to derail a project. There are no displacements due to this project and the improvements along the existing freight and pipelines are so needed. Please continue this project!

ALSO. I rode my bike to the LAX transit center for a flight- the station is beautiful and the locker room feels secure to use. Please consider increasing the time limit to a week instead of 4 days. Otherwise 10/10.

Peter Kearns
[redacted]

From: david potts
To: Board Clerk
Subject: (EXTERNAL) Sepulveda Metro
Date: Friday, January 16, 2026 6:39:09 PM

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This is a great idea and should have been done years ago! However, Los Angeles cannot be trusted to over see a project like this! We all are aware of the billions waisted on the train to nowhere and the billions waisted on our homeless problem. Until we get a responsible Mayor and Governor in place, this project will just turn into another avenue for corruption!

David Potts

From: Dadaian
To: Board Clerk
Subject: (EXTERNAL) Sepulveda pass
Date: Friday, January 16, 2026 8:24:51 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

I support modified alternative 5 for the sepulveda corridor project. This will alleviate all the 405 by pass traffic on Calneva Dr. in my neighborhood.

Steve Dadaian
[redacted]

From: Brady Novak
To: Board Clerk
Subject: (EXTERNAL) Sepulveda Pass Train
Date: Saturday, January 17, 2026 7:55:57 AM

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Hello,

I support Sepulveda Pass Metro train. Let's stop spending billions on widening roads, and start running trains along the highways.

I also support the purple line extension and think it can go further.

Thank you,

Brady Novak
[redacted]

From: Dave Hill
To: Board Clerk
Subject: (EXTERNAL) Sepulveda Pass Transit
Date: Friday, January 16, 2026 9:13:35 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hi,

I am THRILLED about the proposed new line connecting the SFV to West LA and other transit lines. My wife doesn't drive and getting from our house in Studio City to the Westside is nigh impossible by train in any respectable amount of time. Please get this built as soon as possible. It would also save us so much money on rideshares if we could get to lax from the valley.

From: LESLIE LEWIS LEWIS
To: Board Clerk
Subject: (EXTERNAL) SEPULVEDA TRAIN
Date: Friday, January 16, 2026 7:47:33 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

If the train extends all the way to the cross street near LAX, commuters who work in this areas would be able to transfer to a connecting shuttle or bus to proceed to their destination.
Thank you
Leslie Lewis

Yahoo Mail: Search, Organize, Conquer

From: Meg Rebholz
To: Board Clerk
Subject: (EXTERNAL) Sepulveda Transit Cooridor
Date: Friday, January 16, 2026 7:00:57 PM

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Hello,

I am writing to show my support for the Sepulveda Transit Cooridor. I live in Encino and work in Brentwood as a teacher. This year, I had to go down to part time because I cannot take my kids to school and arrive at work on time. Most days it takes close to 50 minutes to drive 7 miles. It's exhausting and we need something to change. If a rail way was available, I would take it in a heartbeat. The traffic in LA is the worst part about living in this city—something needs to change.

Warmly,
Meg Shirk
Encino resident

Sent from my iPhone

From: Stephanie Azzinari
To: Board Clerk
Subject: (EXTERNAL) Sepulveda Transit Corridor - additional comment on stations
Date: Saturday, January 17, 2026 12:56:06 PM

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Hi

I am a resident at one of the last remaining RSO buildings in the valley that you are planning to remove for the train station in almost every plan.

Please do not displace residents of the only true affordable housing in Los Angeles which are these 1970s RSO buildings for train stations when there are PLENTY of commercial buildings that could be utilized instead

A better train station would be the galleria or even the commercial property at the corner of Sepulveda and Dickens st in Sherman oaks. There is even a city owned lot in the back that could be utilized and expanded on

Please leave the residents alone. Train should be underground to not displace residents and commercial property should be utilized for train stations NOT residential property

Sent from my iPhone

From: Donna Frieden
To: Board Clerk
Subject: (EXTERNAL) Sepulveda Transit Corridor
Date: Friday, January 16, 2026 11:28:27 PM

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Yay!!! I definitely want to see a transit line from the West Side to the Valley!!!
Sent from my iPhone

From: Stephanie Azzinari
To: Board Clerk
Subject: (EXTERNAL) Sepulveda Transit Corridor comment
Date: Friday, January 16, 2026 9:14:54 PM

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Hi

This email is coming from a concerned resident who you will be displacing with the train when my apartment complex (one of the last standing RSO apartments) literally becomes a train station.

You are tearing down some of the last remaining RSO units by building this train down the Sepulveda pass.

No one is going to utilize the train when you are displacing all the people who would've potentially used it

People in the houses in this area will continue to drive their cars and the train will remain empty

Also safety is a huge concern with multiple assaults and stabbings happening on a daily basis on public transportation. No one wants to ride your train

I feel like this is being done for the sole purpose to accommodate the Olympics with 0 mind for the residents actually living in the area.

You are also devaluing property. None of those houses want a train in their backyard

You will be bringing severe crime and transients to the area with the train as well.

Please keep Sherman oaks and the rest of the valley from turning into congested downtown. We don't want it. You are pushing people out

People chose that area primarily because it's far from the congestion and chaos yet close enough to drive. You are bringing us the congestion and chaos. No one wants to live on top of each other and have trains running through their yards

NO TO TURNING THE VALLEY (and Sherman oaks) INTO NEW YORK

Sent from my iPhone

From: Nicole Blume
To: Board Clerk
Subject: (EXTERNAL) Sepulveda Transit Corridor Modified alternative 5
Date: Wednesday, January 14, 2026 7:31:48 PM

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I am a resident of the 91401 area code and I strongly support moving forward on the Modified alternative 5 plan for the Sepulveda Transit Corridor. Please don't delay!

Thanks
Nicole Blume
[redacted]

Sent from my iPhone

From:	nussbaum3@earthlink.net
To:	Board Clerk
Cc:	"Terry Tegnazian"; "Carol Lifland"; "Carole Magnuson"; fdutra@cityofwhittier.org; jdupontwalker@gmail.com; councilmember.yaroslavsky@lacity.org; kathryn@bos.lacounty.gov; ThirdDistrict@bos.lacity.org; FourthDistrict@bos.lacounty.gov; ANajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; councilmember.padilla@lacity.org; tim.sandoval@pomonaca.gov; firstdistrict@bos.lacounty.gov; jorenstein@bos.lacounty; randall.winston@lacity.org; tina.backstrom@lacity.org; gloria.roberts@dot.ca.gov; nussbaum3@earthlink.net
Subject:	(EXTERNAL) Sepulveda Transit Corridor Project Comments for January 22, 2026 meeting
Date:	Tuesday, January 20, 2026 4:37:34 PM
Attachments:	2026 Jan 22 mtg STCP Modified Alt 5 with Gateway Plaza station.docx

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Dear Metro Board Clerk,

Please distribute the Westwood Hills (WHPOA) comment letter to the Metro Board Members prior to the Sepulveda Transit Corridor Project meeting on January 22, 2026

Thank You,

Debbie Nussbaum
Westwood Hills
WHPOA – President

From: Jason Elepano
To: Board Clerk
Subject: (EXTERNAL) Sepulveda Transit Corridor Project
Date: Friday, January 16, 2026 8:01:32 PM

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Hello Metro,

Please build this project as soon as possible. This is the most critical infrastructure project in all of LA County, linking two of the most vital parts of the City of Los Angeles. The Valley has long been ignored when it comes to transit projects in the county. This infrastructure investment is long overdue and will benefit the community for generations to come. This grew up in the Valley, so I know how congested the 101 and 405 freeways are. The answer to that is mass transit, specifically this corridor. I fully support this project, including this Modified #5. Build it now!

Sincerely,
Jason Elepano

From: Mark Fugina
To: Board Clerk
Subject: (EXTERNAL) Sepulveda Transit Corridor Project
Date: Sunday, January 18, 2026 5:08:47 PM

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Hello,

I am writing to submit a comment in support of the Locally Preferred Alternative (LPA) for the January 22nd Metro Board Meeting.

As a Westside resident, I sincerely hope the Metro Board votes to approve the selection of the modified alternative five as the Locally Preferred Alternative for the Sepulveda Line. The Metro staff appears to have a done an excellent job of listening to constituents and finding a route that avoids inefficient/ineffective technology (Just say NO to the monorail!!!), provides excellent ridership/places the stations in locations with good access for residents. This route, along with Bechtel's technology/expertise has the potential to make this a backbone of our system and help change the perception of metro rail in our region for the better.

Best,
Mark Fugina

--
Mark Fugina
Performance Librarian
Disney Concert Library
Los Angeles Master Chorale
[redacted]

From: David Stone
To: Board Clerk
Subject: (EXTERNAL) Sepulveda Transit Corridor Project
Date: Monday, January 19, 2026 10:00:06 AM

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Metro Board,

Please take this email as a sign of my support for the Modified Alternative 5 that you will be voting on this week.

Thank you for your diligent efforts. This path will be a strong addition to our transit system.

DAVID STONE
AIA, NCARB
Principal Architect | Director of Operations
[redacted]

From: Lesley Martinez
To: Board Clerk
Subject: (EXTERNAL) Sepúlveda transit corridor project
Date: Saturday, January 17, 2026 7:57:13 PM

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Hi,

I wanted to comment on the proposal happening in Thursday January 22nd. I remember there was talks in the original proposal of including a bike lane/path that would follow the new busway through the Santa Monica mountains. As in avid road cyclist, it would be a great addition and monumental for the Los Angeles cycling community to have an expansion of safe cycling roads for leisure and transportation. Is there any discussions happening in regards to including a bike pathway on the new van nuys corridor transit proposal? Thank you again for making our city more accessible to us.

Regards,

Lesley Martinez
RDN

From: Jonathan Edewards
To: Board Clerk
Subject: (EXTERNAL) Sepulveda Transit Corridor
Date: Monday, January 19, 2026 6:35:16 PM

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I support the staff recommendation of a **Modified Alternative 5** for the Sepulveda Transit Corridor.

We need a fast high-capacity rail line connecting the San Fernando Valley to UCLA, Westwood, and the broader regional transit system, including the Expo Line and the new Purple Line. NO monorail!!

Jonathan Edewards
Los Angeles, California

From: Ryan Groe
To: Board Clerk
Subject: (EXTERNAL) Sepulveda Transit Corridor
Date: Thursday, January 15, 2026 10:35:46 AM

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I want to commend the Metro board for this innovative solution. Modified Alternative 5 is bold but achievable and will create a vastly faster and more accessible service than any of the monorail options. As a Rancho Park resident, I look forward to the day when I no longer have to sit on the 405 for an hour to reach the valley. Thank you for all the hard work!

Sincerely,

Ryan Groe
[redacted]

From: BEN HUDNUT
To: Board Clerk
Subject: (EXTERNAL) Sepulveda Transit Corridor
Date: Wednesday, January 14, 2026 8:04:17 PM

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Hello,

I support the modified alternative 5 for the Sepulveda Transit Corridor.

Best,
Ben

From: Christiane Cuse
To: Board Clerk
Cc: councilmember.raman@councildistrict4.lacity.org
Subject: (EXTERNAL) Sepulveda Transit Corridor
Date: Monday, January 19, 2026 4:11:58 PM

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I strongly endorse the chosen Modified Alternative 5 for the Sepulveda Transit Corridor project.
I have lived near the 405 in Sherman Oaks for 36 years. A lot of time has been wasted in traffic on that freeway.
The last "improvements" took a long time and increased traffic during their construction, yet did not improve travel time on the 405 at all.
Thank you for continuing to see that this Alternative 5 option comes to fruition.
—Christiane Cuse
[redacted]

From: Savannah Ashour
To: Board Clerk
Subject: (EXTERNAL) Sepulveda Transit Corridor
Date: Monday, January 19, 2026 10:09:42 AM

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Hi,

I'm an LA city resident writing to voice my support for the high-speed rail line connecting the valley to the rest of the city.

Los Angeles needs better options than our jam-packed highways.

Best,
Savannah Ashour

From: Jessica Taylor
To: Board Clerk
Subject: (EXTERNAL) Sepulveda Transit Corridor
Date: Saturday, January 17, 2026 7:35:04 AM

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Good morning,

A rail option that connects the valley to the Westside is so important. I purposely don't visit friends, or go to the Hammer museum for example, because I will have to sit in so much traffic no matter what time of day.

This option can't come fast enough and I look forward to being able to ride it to UCLA in the future.

I take the metro now from Noho to DTLA twice a week and love not having to drive. I recommend taking the metro to everyone, at least during the day, but it's frustrating that we still have so few rail lines in LA County.

I fully support the Sepulveda Transit Corridor project.

Thank you,

Jessica Taylor
Sherman Oaks

From: Michael D Harris
To: Board Clerk
Subject: (EXTERNAL) SEPULVEDA TRANSIT CORRIDOR
Date: Tuesday, January 20, 2026 1:51:17 PM

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People won't use it because it will be unsafe and dirty like the rest of Metro. Whatever alternative is chosen, it will be a source of grift and fraud.
Michael Harris

From: Marlene Grossman
To: Board Clerk
Subject: (EXTERNAL) Sepulveda Transit Corridor
Date: Tuesday, January 20, 2026 12:11:58 PM

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I am writing to support Alternative Hybrid #5. I am most grateful to Metro staff for sifting through over 8000 comments and coming up with outstanding solutions. I have been working with the communities in the NE San Fernando Valley for decades and know the problems faced by residents and businesses alike as they struggle with delays on the 405. Hybrid Alternative #5 will be a blessing to so many who need it now and the generations that will need it in the future.

I urge the Metro Board to approve Hybrid Alternative #5. After its approval hopefully all communities impacted and benefited by the project can be given options as to stations and links. I will look forward to that.

Thank you,
Marlene Grossman (former chair of Move LA)
[redacted]

From: Olyessa D
To: Board Clerk
Subject: (EXTERNAL) Sepulveda Transit plan
Date: Friday, January 16, 2026 7:52:41 PM

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Hi, I am in support of the Sepulveda Transit Corridor proposals! I live in the valley and commute with kids to school on the West side every day.

Thanks!

Laura Stoll

From: Maryann Welker
To: Board Clerk
Subject: (EXTERNAL) Sepulveda Underground Train Proposal!
Date: Saturday, January 17, 2026 12:06:22 PM

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Hello!..anyone who travels this corridor as a daily commute knows what a nightmare this is. I support an underground train wholeheartedly. Please try to get the approvals needed to get this project "in motion".
Thank you! ...Maryann

Maryann Welker
[redacted]

From: Michael Webster
To: Board Clerk
Subject: (EXTERNAL) Sepulveda
Date: Wednesday, January 14, 2026 7:20:21 PM

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Writing to support the locally preferred alternative for the Sepulveda Transit Corridor: Modified alternative 5.

This will be transformative.

Life is short! Lets get this going!

Thanks So Much,

Michael Webster [redacted]

From: Bob Anderson
To: Board Clerk
Subject: (EXTERNAL) SOHA Supports Recommendation for STCP Modified Alternative 5
Date: Tuesday, January 20, 2026 7:17:39 AM
Attachments: SOHA Support Mod Alt 5 2026 01 20.pdf

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The Sherman Oaks Homeowners Association supports the Metro Board recommendation for Modified Alternative 5.

See attached letter.

Bob Anderson
Vice President and Chair, Transportation Committee
Sherman Oaks Homeowners Association (SOHA)
www.SOHA914.com
[redacted]

From: Sprague Terplan
To: Board Clerk
Subject: (EXTERNAL) South Bay Extension Public Comment
Date: Saturday, January 17, 2026 11:43:00 AM

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Dear LA Metro Board,

I am unable to attend this Thursday's meeting (on 1/22/26 at 10 am). Therefore please accept this comment instead.

For the South Bay light rail extension to Torrance, please support FEIR certification and approval of the hybrid LPA. Elevated rail is the way to go. The Hawthorne option is too expensive.

Also, please support, advance and build the modified alternative 5 proposal for the Sepulveda Corridor.

Thank you,
Sprague Terplan

From: Leslie Gallin
To: Board Clerk
Subject: (EXTERNAL) Subway Under Beverly Glen
Date: Saturday, January 17, 2026 9:44:30 AM

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We vehemently oppose a subway under Beverly Glen and our homes.

This is an unrealistic and unaffordable measure.

Pave our roads!!

Thank you

Leslie Gallin
[redacted]

Please excuse any spelling errors this phone has a mind of its own.

Sent from AOL Mobile Maiil
Get the new AOL app: mail.mobile.aol.com

From: Christophe LaBelle
To: Board Clerk
Subject: (EXTERNAL) Support for item 10, and Oppose item 33!
Date: Tuesday, January 20, 2026 11:33:56 PM

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Dear Metro Board:

I am a longtime resident of Los Angeles County who has lived in communities across the cities of Los Angeles and Pasadena (my hometown), as well as unincorporated area. I am also a tenant and work for a large employer in Los Angeles.

As you take up any and all items before you, please stay focused on ways to support an environmentally sustainable and more affordable quality of life in our region. In particular for the January 22 meeting, I ask that you take the following actions:

On Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor. We need to continue with bold, impactful rail system development that increases transit ridership while being cost-effective.

On Item 33 - please do not move forward with exploring ways to undermine SB 79. This law will help generate denser and more compact development that is crucial to more affordable housing and higher public transit ridership.

Thank you,

Christophe LaBelle
[redacted]

From: Matt Simon
To: Board Clerk
Subject: (EXTERNAL) Support for Items 10 & 11 – Sepulveda Transit Corridor and C Line Extension
Date: Tuesday, January 20, 2026 7:12:00 PM

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Good morning Chair and Board Members,

Joining LA Forward Institute and other aligned organizations, I am writing to express my strong support for the staff-recommended locally preferred alternatives for both the Sepulveda Transit Corridor (Alternative 5) and the C/K Line Extension to Torrance.These projects deliver on the promise voters made with Measures R and M by expanding fast, reliable rail service to both the San Fernando Valley and the South Bay. They will improve access to jobs, education, and LAX, reduce traffic and emissions, and strengthen Metro's countywide transit network.I urge the Board to approve both projects and move them forward without delay.

Thank you for your leadership and consideration,

Matt Simon
Mid-City West

From: Sara Brum
To: Board Clerk
Subject: (EXTERNAL) Support for metro corridor project
Date: Saturday, January 17, 2026 8:23:20 AM

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Hello,

I'm writing to express my support for the train connection from SFV to Westwood.

For 7 years I've lived in Sherman Oaks and worked in Brentwood. This commute by car, while beautiful, is not sustainable.

So many of my neighbors and I need to make the trip to the westside at least twice a day, 5 days a week, not to mention weekends. This would be an amazing step forward for residents of CD4 and Los Angeles as a whole. It would also open up the congestion on the 405 a bit for those visiting Los Angeles from further away.

I'm also encouraged at the prospect of the many jobs this project would create.

I'm in full support of option 5 and would love to see it happen as soon as possible.

Sara A. Brum

From: Michelle Steffes
To: Board Clerk
Subject: (EXTERNAL) Support for mod alt 5
Date: Friday, January 16, 2026 8:51:33 PM

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Dear Metro Board and Project Team,

I am writing to express my support for Modified Alternative 5.

I live near the Van Nuys starting point and strongly value the opportunity for reliable, high-capacity Metro access to the Westside. Improved transit connectivity would make a meaningful difference for my daily life—particularly for commuting to work as well as accessing Westside retail, services, and amenities without relying on a car.

Modified Alternative 5 appears to best balance speed, reliability, and regional connectivity while serving key trip patterns between the San Fernando Valley and the Westside. For residents like me who live near the northern terminus, this alternative offers the greatest potential to reduce congestion, improve travel times, and make Metro a practical option for everyday trips.

Thank you for considering community input as you move forward in evaluating the alternatives. I appreciate the work being done on this important project and encourage continued advancement of Modified Alternative 5.

Sincerely,
Michelle Aucoin

From: Elizabeth Meshes
To: Board Clerk
Subject: (EXTERNAL) Support for Modified Alternative 5
Date: Saturday, January 17, 2026 10:11:01 AM

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Dear Metro Board Clerk,

I am writing to express my strong support for the Sepulveda Transit Corridor project and the Metro staff's recommendation for the "Locally Preferred Alternative" (LPA), specifically Modified Alternative 5.

I believe that Modified Alternative 5 is the best solution to meet our community's needs. This fast, fully underground, high-capacity rail line would transform a 40-to-90-minute car trip into an 18-minute rail journey. This project represents more than just a commute improvement; it is about providing reliable access to jobs, education, and healthcare for people like me.

Furthermore, this investment aligns with our goals of reducing climate pollution and creating high-quality jobs while building infrastructure that meets the actual scale of Los Angeles' challenges.

I urge the Metro Board to move forward with this recommendation to finally provide a world-class transit option that connects our city and strengthens our communities for the next century.

Best regards,

Elizabeth Meshes

From: Norris, Katy
To: Board Clerk
Subject: (EXTERNAL) Support for Sepulveda metro
Date: Tuesday, January 20, 2026 9:26:29 AM

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Love the Sepulveda corridor metro project idea! We can have a subway like a Real City!

Thanks,
Katy

From: Veronica
To: Board Clerk
Subject: (EXTERNAL) Support for Sepulveda Pass Modified Alternative 5
Date: Thursday, January 15, 2026 1:49:34 PM

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Hello,

I would like to voice my support for the Modified Alternative 5 of the Sepulveda Pass plans, as well as the South Bay extension to Torrance. I firmly believe these options would revolutionize travel in LA and create a much more enjoyable way to travel across the region.

Best,
Veronica Fried

From: ADAM WILLIS
To: Board Clerk
Subject: (EXTERNAL) Support for Sepulveda Transit Corridor
Date: Friday, January 16, 2026 7:23:04 PM

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Hello,

I'm emailing as a Valley resident in Reseda, to express my enthusiastic support for a modified Alternative 5 underground rail solution to connect the Valley to the Westside / LAX. As a resident walled in greatly by city my wife and I inevitably spend collectively 3-4 hours of every day driving to get to work or business or even just fun on the freeways. Apart from just gaining back precious hours of our life, the chance to be safer by less time driving, save money by less time driving and experience more of our city due to easier access are all contributing factors to make this a huge win. Having traveled extensively in other counties and cities with effective train public transit I know how desperately LA needs this. I hope you will work to see this through wisely, safely and as quickly as possible!

Thank you,
Adam Willis
Reseda, CA

From: Andrew Cobb
To: Board Clerk; tim.sandoval@pomonaca.gov
Subject: (EXTERNAL) Support for South bay Hybrid alignment and Sepulveda Line
Date: Saturday, January 17, 2026 10:12:27 AM

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Hi there! As a metro rider, I strongly support the Hybrid alignment for the South Bay extension, as the cheaper option, it means that funding will happen sooner, helping me connect car-free from my home in Pasadena to my In-laws in Torrance cheaply when driving is not an option. This will maximize Metro's investment in the region and make the K line an excellent transit spine for the region.

I also strongly support the staff recommendation for the Sepulveda line, Heavy rail is the absolute right choice and the connection with UCLA will be so so valuable.

Thanks!
Andrew Cobb, Pasadena

From:	Cindi Marks
To:	Board Clerk
Cc:	Councilmember Raman
Subject:	(EXTERNAL) Support for the Sepulveda Transit Corridor (LPA Approval)
Date:	Saturday, January 17, 2026 8:46:54 AM

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Metro Board Members,

I am writing in strong support of the Sepulveda Transit Corridor.

I commute on the 405 every day for work, and the conditions are unsustainable. My trip routinely takes an hour to get to work and up to two hours to get home. It is unreasonable that having a good job requires spending three hours a day stuck in traffic. Many of us are losing valuable time with our families simply because there is no reliable alternative to driving through the Sepulveda Pass.

A high-capacity, fully underground rail solution is the only option that meaningfully addresses congestion, reliability, and access between the Valley and the Westside. The recommended Modified Alternative 5 delivers on what Angelenos were promised: fast, dependable transit that actually works.

Please move this project forward quickly, efficiently, and safely. People deserve to get to work and home at a reasonable hour and live balanced lives. Sitting in traffic should not be the price of opportunity in Los Angeles.

Thank you for your leadership and consideration.

Sincerely,
Cindi Marks

From: Jocelyn Shek
To: Board Clerk
Subject: (EXTERNAL) Support the Sepulveda Transit Corridor!
Date: Friday, January 16, 2026 8:58:47 PM

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Hello,

As a lifelong Sherman Oaks resident, my least favorite part of Los Angeles by far is the mind-numbing driving. The Sepulveda Transit Corridor would significantly improve my quality of life and entice me to move back as a now Ivy-educated college student. Thank you for your consideration.

All the best,
Jocelyn Shek

From: NOOOOOO
To: SepulvedaTransit; Board Clerk
Subject: (EXTERNAL) Supulveda Transit Corridor is a terrible idea
Date: Friday, January 16, 2026 11:04:17 PM

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HI,
Here's some feedback from someone that lives and works in the area.
Supulveda Transit Corridor is a terrible idea for many reasons.
Firstly it's an insanely expensive project. That money should be spent on way more important things for this city.
Secondly, the metro system we currently have is abysmall. Nobody wants to use it.
It's unsafe, poorly setup and just awful.
I have lived and worked in London and New York and also used the Paris Metro.
They make the LA metro look like it's designed and run by clowns.
LA Metro need to learn to optimize and make user friendly and user safe the Metro we have before blowing $9.5 billion dollars
on yet another LA boondoggle.

There are so many common sense alternatives for a fraction of the price.
Plus, lets not forget, a huge percentage of the LA population are never, ever going to use an underground tunnel system in
a city prone to very nasty earthquakes. I can't say I blame them.

Couldn't you at least try a dedicated bus lane with a decent express bus service that only goes to major hubs and doesn't stop at every 7/11 along the way?
That massive percentage of earthquake shy people will actually get on a bus if it's quick and efficient.

We aren't re-inventing the wheel here, there are so many cities particularly in Europe that have got this right.
How about we study those cities?

In summary, please don't flush $9.5 billion of tax payers money on a tunnel that nobody is going to want to use.

regards,
Paul Rabjohns

From: Geoff Beckwith
To: Board Clerk
Subject: (EXTERNAL) Take the future of LA Metro Seriously
Date: Saturday, January 17, 2026 5:15:17 PM

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To the Metro Board,

I'm deeply concerned for the future of our beloved city's metro system after hearing how the C line extension discussion went during the 1/14/2026 Metro Planning and Programming Committee meeting. While it's great to hear a near majority support the Sepulveda modified Alt 5 option, the possibility of pushing back, modifying, or outright cancelling the C line extension to Torrance is downright appalling & maddening. You have done so much good work to promote smart, long term planning for other metro lines, so please (I beg you PLEASE) stiff arm any pushback to the slam dunk ROW option & move it forward. Choosing any option other than the ROW would be profoundly dumbfounding from a cost, implementation timeline and long term vision sense. The ROW is cheaper, better fits the long term vision for the C (K) line to connect to Long Beach, and dramatically improves the infrastructure in the surrounding stations. I understand the South Bay NIMBYism voice is strong — but be stronger. Don't let out-of touch, selfish, and shortsighted people hamper the impactful work and long term vision you've done so far with the ROW.

As a PROUD young (30) Angeleno & metro advocate who actively spends time getting my friends to pay attention and participate in everything LA Metro — including reiterating what LA Metro does matters (even if it's takes decades) — not choosing ROW would break my heart and honestly shortchange our future. It'd also make it impossible to defend the board's actions. Please deeply think about the long term impacts of this vital extension decision. What kind of future do you want to create and legacy do you want to leave behind?

Profoundly serious and appreciative,
Ben Beckwith (Mar Vista)

From: Caden Ziegler
To: Board Clerk
Subject: (EXTERNAL) Thursday Jan 22, 1026 Board Meeting
Date: Monday, January 19, 2026 12:13:45 PM

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Hello,

I am writing to express my support for both acceptance of the proposed modified Alternative 5 Sepulveda Transit Corridor and FEIR certification of the C Line extension to Torrance. These projects are essential for continued improved and development of our system.

Thank you,

Caden Ziegler

From: Owen Eckert Taylor
To: Board Clerk
Subject: (EXTERNAL) Thursday: Support Item 10, Support Item 11, and oppose Item 33!
Date: Tuesday, January 20, 2026 9:16:55 PM

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Dear Metro Board,

I am writing to voice my opinions on some of the items at the upcoming Metro Board meeting this Thursday. I was born and grew up in Los Angeles and am currently a City Planning student at Cal Poly San Luis Obispo.

I support Item 10. The Modified Alternative 5 for the Sepulveda Transit Corridor is a great alternative for what may become the most important line in our entire network. The staff were right to recommend this alternative.

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance. To pass item 11.1 would be to cave to a small group of loud opponents who do not actually reflect public opinion about our public transit. Metro already owns the ROW; we should avoid delaying the project by years and spending hundreds of millions of more dollars. Please support staff's recommendation, and vote no on 11.1.

Finally, I oppose Item 33. SB 79 is the law in California, to ask for an exemption is ridiculous and will limit us from creating more housing around transit stops which will increase ridership and ease the housing crisis.

Thank you for your consideration,
Owen Taylor
Los Angeles, CA 90041 (writing from San Luis Obispo)

From: Diego Celaya
To: Board Clerk
Subject: (EXTERNAL) Torrance K Line, Sepulveda Line, and SB79
Date: Saturday, January 17, 2026 5:25:50 PM

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Hello,

My name is Diego Celaya. I live in Culver City. I have been without a car for about a year. The LA transit system has made it so I can get around to certain places when I need to. The system is decent but could be so much better.

The K line should definitely be extended to Torrance. The route follows an existing rail line. It would help people to travel easier and make parts of the city better connected.

The Sepulveda line should definitely be Alt 5.

And do not change or water down anything about SB79. It will revitalize our city.

Thank you,
Diego

From: Daniel Getter
To: Board Clerk
Subject: (EXTERNAL) Voicing support for Modified Alternative 5
Date: Thursday, January 15, 2026 7:03:28 PM

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Good evening,

My name is Daniel Getter and I am a current west Los Angeles resident that grew up in the San Fernando Valley. I am writing to voice my support for LA Metro's plan to construct heavy rail between the SFV and the westside, aka Modified Alternative 5. Any time I want to see my family, I often contend with traffic times exceeding one hour outside of work hours. Having a mode of transit that would get me to the valley in less than 20 minutes would, and I do not exaggerate when I say this, be a life changing option for myself and the tens of thousands of Angelenos who commute between the two on a daily basis.

Sincerely,
Daniel Getter

From: Rob Siminoski
To: Board Clerk
Subject: (EXTERNAL) Yes on the sepulveda metro line!
Date: Friday, January 16, 2026 6:55:41 PM

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I'm writing in support of the metro line that will go under the sepulveda pass!

It's beyond time that we have an alternative to sitting in the gruelling 405 traffic to get from the valley to the West side.

My father lives on the Westside and I live in the valley. It will make visiting each other so much easier, as well as make the commute easier for the people who commute that route for work.

Yes on the sepulveda metro line!

Respectfully,

Rob Siminoski

From: roadblock
To: Board Clerk
Subject: (EXTERNAL) YES YES YES on Modified Alternative 5
Date: Wednesday, January 14, 2026 8:44:21 AM

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Dear Metro Board Members

I'm a born and raised LA constituent, cyclist, car driver and life long bus rider since the RTD days. Ive been to many many meetings, voted YES on R J and M because this city needs world class transit.

I URGE YOU to please vote YES on Modified Alternative 5.

You have a chance to do something that will benefit Los Angeles for the next 100-200 years. When we look back on the decisions planners were making in the 50's and 60's it's always "why did they ruin this" or "why didnt they build it right". We are now at a monumental moment where all of you can become legendary for BUILDING IT RIGHT. People in the future will APPLAUD you for building heavy rail from Westwood to Van Nuys!

DO IT!

-Don Ward

From: Customer Relations
To: Board Clerk
Cc: Roman, Anthony
Subject: Fw: (EXTERNAL) Fwd: Disapproval of Modified Alt 5 planned heavy rail line
Date: Tuesday, January 20, 2026 10:37:03 AM

Good morning,

Please see the message below.

S. Edwards
Metro Customer Relations
213.922.6235 W
800.464.2111 Toll Free
CustomerRelations@Metro.net
metro.net | facebook.com/losangelesmetro | @metrolosangeles
Metro's mission is to provide world-class transportation for all.

From: Jane Vaynerov Angel [redacted]
Sent: Monday, January 19, 2026 5:14 PM
To: Customer Relations <CustomerRelations@metro.net>
Subject: (EXTERNAL) Fwd: Disapproval of Modified Alt 5 planned heavy rail line

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Begin forwarded message:

> **From:** Jane Vaynerov Angel [redacted]
> **Date:** January 19, 2026 at 3:29:49 PM PST
> **To:** BoardClerk@metro.net
> **Subject: Disapproval of Modified Alt 5 planned heavy rail line**
>
> Los Angeles Metro Planning Department,
> I am writing to express my strong disapproval of the proposed Modified **Alternative 5 rail line alignment**, which would essentially route the line beneath **Beverly Glen Boulevard through the hills of Sherman Oaks and Bel Air**.

After reviewing the available information, I have serious concerns about the long-term consequences this plan would impose on the surrounding communities. Running a major heavy rail tunnel beneath a densely populated hillside corridor presents significant risks. The construction and ongoing operation of such a project would inevitably disrupt daily life for residents who rely on the stability and safety of this terrain. The hills in this area are already sensitive to geological movement, and introducing large-scale tunneling raises legitimate concerns about structural integrity, noise, vibration, and emergency access. These are not abstract worries—they directly affect the safety and well-being of the people who live above the proposed alignment.

Additionally, the presence of a subterranean rail line has the strong potential to **lower property values** in neighborhoods that have long been defined by their residential character and environmental stability. Homeowners who have invested in these communities should not be forced to absorb the financial and quality-of-life consequences of a routing decision that offers them no tangible benefit.

I am also deeply concerned about the proposal to place a subway station at **Ventura Boulevard and Van Nuys Boulevard**, one of the most congested intersections in the San Fernando Valley. This location already struggles with heavy traffic, limited pedestrian infrastructure, and constrained roadway capacity. Introducing a major transit hub at this intersection would intensify congestion, complicate commutes for thousands of drivers, and create new safety challenges for pedestrians and cyclists. Rather than improving mobility, this station placement risks making an already overburdened corridor even more difficult to navigate.

I urge Metro to reconsider both the Modified Alternative 5 alignment and the Ventura/Van Nuys station location. These decisions will have lasting impacts on the safety, livability, and economic stability of the affected communities. I strongly encourage the agency to pursue alternatives that achieve transit goals without imposing disproportionate burdens on residents.

Thank you for your attention to these concerns. I expect that Metro will take community input seriously and reevaluate these aspects of the project with the care they deserve.

Sincerely,
Jane Vaynerov

From: Customer Relations
To: Board Clerk
Cc: Roman, Anthony
Subject: Fw: (EXTERNAL) Public Comment to the Los Angeles Metro Board
Date: Tuesday, January 20, 2026 9:06:59 AM

Good morning,

Please see the message below. Can someone assist with this concern?

S. Edwards
Metro Customer Relations
213.922.6235 W
800.464.2111 Toll Free
CustomerRelations@Metro.net
metro.net | facebook.com/losangelesmetro | @metrolosangeles
Metro's mission is to provide world-class transportation for all.

From: [redacted]
Sent: Saturday, January 17, 2026 5:57 PM
To: Customer Relations <CustomerRelations@metro.net>
Subject: (EXTERNAL) Public Comment to the Los Angeles Metro Board

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My name is Troy Rubio Trejo, and I am a resident of Los Angeles County. I am writing to express my full support for several critical Metro projects that will greatly enhance regional mobility and equity across our county.

I fully support the Sepulveda Transit Corridor – Modified Alternative 5 (5LPE) and the Final Environmental Impact Report (FEIR). This project is essential to improving north–south connectivity and reducing congestion in one of the most heavily traveled corridors in the region.

I also strongly support the opening of the D Line Phase One through the

Wilshire Corridor, as well as the South Bay extension of the K Line. These projects represent long-overdue investments in reliable, high-capacity transit for communities that need it most.

Additionally, I fully support the Metro Board's selection of the Metro ROW Hybrid Alternative alignment for the South Bay K Line Extension. This alignment will provide efficient service while maximizing long-term benefits for riders and surrounding communities.

The South Bay deserves expanded transit options, and these projects are vital to improving access, mobility, and quality of life. I urge the Metro Board to continue moving forward decisively on all three of these major projects.

Thank you for the opportunity to provide public comment and for your continued leadership.

Respectfully,

Troy Rubio Trejo

Los Angeles County Resident

Sent from Yahoo Mail for iPhone

SOUTH BAY GALLERIA
REDONDO BEACH
1815 Hawthorne Blvd., Suite 377
Redondo Beach, CA 90278
Office: 310-371-1596

March 19, 2024

Ms. Stephanie N. Wiggins
Chief Executive Officer
Metro Board Administration
1 Gateway Plaza, Mail Stop 99-3-1
Los Angeles, CA 90012

Sent via email to: boardclerk@metro.net

Dear Ms. Wiggins,

For many years, we have followed Metro's plans to extend the C (Green) Line into Torrance and past our property, *South Bay Galleria*. We have met with Metro representatives numerous times, participated in Metro's workshops and walking tours and of course, have spoken about the project with our shoppers, tenants and other members of the community.

We have previously written to express our belief that the alignment along Hawthorne Boulevard is the most equitably responsible route through the Hawthorne Boulevard business district. Not only does this route provide the best possible access to this vital economic corridor, but it does so in a way that will enhance ridership and provide a visible public transit alternative to those wishing to get out of their cars and access the shops, restaurants, housing, businesses and even hotel rooms along the entire route. A copy of our prior letter dated *December 22, 2022* is attached for your convenience.

As a project update since our last letter, we recently lodged an application with the City of Redondo Beach to add an additional 350 residential units, taking the total residential unit count to 650. This will further reinforce the vision of a walkable community we hope to create. Having convenient and direct access to the C (Green) Line will make it even easier for our residents to commute to and from work and to and from key stops like the airport and Inglewood sports and entertainment venues without ever having to get in their cars.

We are deeply invested in the success of our community and want to make sure that Metro's C (Green) Line extension is done in a way that is beneficial to the entire community, including Redondo Beach, Lawndale and Torrance, as well as to the millions of Southern California visitors who will use the system to get around the region.

We welcome the opportunity to continue working with Metro to make the extension a success and would be pleased to collaborate with Metro to create a space at our location that would enable Metro public safety officers to have a South Bay presence. In addition, we would be happy to host a Metro ticket booth or sell TAP cards to riders at our concierge desk.

If you have any questions regarding our position or want to further explore ways in which we can partner with Metro, please do not hesitate to reach out.

Very Best,

Stuart Miller
South Bay Galleria
stuart@sbgdm.com

Cc: Redondo Beach Mayor Jim Light
Redondo Beach City Manager Mr. Mike Witzansky
greenlineextension@metro.net
anajarian@glendaleca.gov
fdutra@cityofwhittier.org
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mayor.helpdesk@lacity.org
FourthDistrict@bos.lacounty.gov
mbohlke@sbcglobal.net
councilmember.yaroslavsky@lacity.org
Kathryn@bos.lacounty.gov
jbutts@cityofinglewood.org
paul.krekorian@lacity.org
ThirdDistrict@bos.lacounty.gov
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SOUTH BAY GALLERIA
REDONDO BEACH

1815 Hawthorne Blvd., Suite 377
Redondo Beach, CA 90278
Telephone (310) 371-1596
Facsimile (310) 697-0793

Ms. Stephanie N. Wiggins
Chief Executive Officer, Metro
Board Administration
1 Gateway Plaza, Mail Stop 99-3-1
Los Angeles, CA 90012

December 22, 2022

Sent via email to: boardclerk@metro.net

Dear Ms. Wiggins,

For many years, we have followed Metro's plans to extend the Green Line into Torrance and past our property, *South Bay Galleria*. We have met with Metro representatives numerous times, participated in Metro's workshops and walking tours and, of course, have spoken about the project with our shoppers, tenants and other members of the community.

The city has approved a multi-hundred-million-dollar renovation and expansion project for our center that will include not only a complete remodel of the existing mall, but also the addition of 300 new apartment units on the corner of Hawthorne and Artesia Blvds (20% of which will be dedicated to affordable housing), a 150-room hotel, office and public open space network.

We are deeply invested in the success of our community and want to make sure that Metro's Green Line extension is done in a way that is beneficial not only to our new center – to be renamed *South Bay Social District* – but also to the entire community, including Redondo Beach, Lawndale and Torrance. Furthermore, we want to make sure that residents, employees and shoppers will have the best possible access to the Green Line, providing convenience, maximizing ridership, reducing traffic and improving the environment.

We believe that the alignment along Hawthorne Boulevard is the most equitably responsible route through the Hawthorne Boulevard business district. Not only does this route provide the best possible access to this vital economic corridor, but it does so in a way that will enhance ridership and provide a true public transit alternative to those wishing to get out of their cars and access the shops, restaurants, housing, businesses and even hotel rooms along the entire route.

Because the creation of *South Bay Social District* will result in hundreds of new jobs, a light rail line along Hawthorne Boulevard will allow employees to conveniently commute to work without having to drive. In addition, the Hawthorne option would provide hundreds of businesses along Hawthorne Boulevard and throughout Torrance a new opportunity to ensure that their business thrive.

In addition, the construction of a new hotel at *South Bay Social District* means that travelers using this Hawthorne Boulevard route will be able to easily connect to Los Angeles International Airport. The right-of-way or ROW option, however, provides a less-visible link for travelers, who would be less likely to travel to LAX or job centers using the Green Line since the ROW station would not be located on a major thoroughfare.

The proposed Green Line extension route along the ROW offers no significant destinations, while the new *South Bay Social District* will be built just a matter of feet away from the proposed station location on Hawthorne Boulevard. This project will be the epicenter of North Redondo, attracting residents, shoppers, employees and visitors – many of whom will be incentivized to ride the light rail system if the stop is built close and convenient enough to their destination.

In addition, if located along Hawthorne Boulevard, the Green Line would provide an attractive and vibrant mass transit option to a wider cross-section of South Bay residents from Lawndale to Torrance and would serve as the first exemplar transit-oriented development built in the South Bay. For mass transit systems, visibility is critically important to success. Hiding the Green Line route behind homes and having it wind through lightly trafficked areas means fewer people will be reminded of how easy the system is to use. But locating it in the heart of active and popular destinations along a major thoroughfare that links numerous South Bay cities, means the Green Line will always be top of mind and stand out as a visible and viable option for commuters.

We welcome the opportunity to continue working with Metro to make the Green Line extension a success and would be pleased to collaborate with Metro to create a space at our location that would enable Metro public safety officers to have a South Bay presence. In addition, we would be happy to host a Metro “ticket booth” or sell TAP cards to riders at our concierge desk. We see many opportunities to partner with Metro as each of our projects move forward.

If you have any questions regarding our position or want to further explore ways in which we can partner with Metro, please do not hesitate to reach out.

Very Best,

Stuart Miller

Cc: Mr. Mark Dierking, Metro
Redondo Beach Mayor Bill Brand
Redondo Beach City Manager Mr. Mike Witzansky

January 21, 2026

The Honorable Fernando Dutra and LA Metro Board of Directors
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: LA Metro Letter of Support – C/K Line Extension to Torrance FEIR Certification & Approval of Hybrid LPA

Dear Board Directors of LA Metro and South Bay Cities Council of Governments:

On behalf of the **Los Angeles New Liberals**, we write in **support of certifying the Final Environmental Impact Report (EIR) and approving the C/K Line Extension to Torrance**. By advancing the project and moving forward with the *Hybrid Locally Preferred Alternative (LPA)*, Metro can deliver a much-needed, once-in-a-generation rail connection between LA County and the South Bay. This project will attract millions of new riders, reduce travel times, and respond to community concerns through design mitigation and new amenities along the Metro right-of-way (ROW), while aligning with available funding and the Measure M schedule.

This project is a critical piece of the regional rail network, connecting the South Bay, one of LA County's major job centers, with the broader county through reliable, frequent light rail service. Given the updated K line routing, the extension will also produce a convenient, one-seat ride between Torrance and the E Line. Current estimates project a **19-minute ride from Torrance to LAX**, alongside significant travel time savings for trips between the South Bay and greater Los Angeles.The project will also leverage over $45 million in local mobility investments by connecting to two new regional bus centers in Redondo Beach and Torrance, expanding access to the entire South Bay.

The South Bay suffers from congested streets and limited rapid transit options, forcing long travel times for drivers and transit riders alike. Congestion is projected to worsen by 30% by 2045. The C/K Line Extension will provide a fast and reliable rail option to connect residents to jobs, schools, and services across LA County, with benefits concentrated in many Equity Focus Communities along the Metro C and K Lines.

As approved by the Board in May 2024, **the Hybrid LPA is the most responsive to the available budget and community priorities**. It is fully grade-separated for light rail, connects directly to local transit centers, adds new walking paths, and modernizes safety conditions along the existing rail corridor. The project is well-positioned for implementation, with over $1.4 billion already secured from Measure R, Measure M, TIRCP, and SB 1. Following FEIR certification, it will be highly competitive for state transportation grants, and the LPA will not require federal funds.

The South Bay's jobs and housing imbalance is projected to worsen, with employment expected to grow roughly twice as fast as population in coming decades. Planned housing growth will require transit solutions that mitigate traffic impacts. The extension is projected to reduce 13.7 million vehicle miles traveled and 1,905 metric tons of CO2 per year, and to attract approximately 1.5 million new Metro riders annually. It will also expand access to key job centers in aerospace, government, manufacturing, and healthcare, and generate more than 15,000 construction jobs. fileciteturn1file0L33-L36

Critically, the Hybrid LPA represents the most streamlined path to construction, with the earliest opening date and zero residential displacements. By contrast, the Hawthorne Alternative introduces additional risks in cost and schedule, including potentially years of delay, costly acquisitions, and increased traffic impacts. We join the South Bay On Board Coalition in strong support of the project.

We urge the Metro Board of Directors to approve and certify the Final EIR so that the project can advance into design and construction. The C/K Line Extension to Torrance is a critical component of Measure M promised to South Bay voters. It will transform mobility in LA County, bolster the local economy, improve air quality, strengthen safety and multimodal access along the corridor, and deliver meaningful benefits to low-income households and disadvantaged communities.

Sincerely,

Tyler Laferriere-Holloway
Chapter Lead
LA New Liberals

[January 21, 2026]
The Honorable Fernando Dutra and LA Metro Board of Directors
One Gateway Plaza
Los Angeles, CA 90012-2952
Email: BoardClerk@Metro.net, greenlineextension@metro.net
CC: South Bay Cities COG Board of Directors

Eastside Housing for All

RE: Letter of Support – C/K Line Extension to Torrance FEIR Certification & Approval of Hybrid LPA

Dear Metro Board Directors and South Bay Cities Council of Governments:

On behalf of Eastside Housing for All, we submit this letter in strong support of certifying the Final Environmental Impact Report (FEIR) and approving the Hybrid Locally Preferred Alternative (LPA) for the C/K Line Extension to Torrance. We are a coalition of residents and advocates who believe Los Angeles becomes more affordable and more livable when we pair housing abundance with real mobility choices.

Eastside Housing believes that our city is experiencing a cost-of-living crisis, largely because housing options have been kept scarce and opportunities hoarded. That scarcity forces families into impossible tradeoffs: longer commutes, higher transportation costs, and fewer chances to reach the jobs, schools, and services that make stability possible. In a region as interconnected as Los Angeles County, expanding fast, reliable transit is one of the clearest ways to widen opportunity without telling working people to "just move closer" to places they have effectively been priced out of.

Approving the Hybrid LPA moves forward a once-in-a-generation rail connection between LA County and the South Bay that Metro has indicated will attract new riders, reduce travel times, and address community concerns through mitigation and corridor amenities, while staying aligned with available funding and the Measure M schedule.

As described in the project materials summarized in Metro's template support letter, the extension would operate as part of the K Line, extending from the current terminus at Redondo Beach (Marine) Station to the Mary K. Giordano Regional Transit Center in Torrance, connecting riders to major job and service centers through reliable, frequent light rail. The project leverages local mobility investments through connections to regional transit hubs in Redondo Beach and Torrance, and with the updated K Line operations and opening of the LAX Metro Transit Center, supports a one-seat ride between Torrance, Redondo Beach, LAX, and Inglewood, with onward connections across the county.

This matters because transportation is a cost-of-living issue. Congested streets and limited rapid transit options translate into lost time, lost wages, and fewer choices for households already stretched thin. Metro's materials indicate congestion is projected to worsen substantially by 2045.

We also support the Hybrid LPA because it is described as the most responsive to budget realities and community input: grade-separated for light rail, direct connections to local transit centers, new walking paths, and safety modernizations along the existing rail corridor. Metro's template letter also notes that the project is positioned for funding, with over $1.4 billion already secured from Measure R, Measure M, TIRCP, and SB 1, and that it is competitive for additional state transportation grants following FEIR certification, without requiring federal funds.

Finally, we encourage Metro and local jurisdictions to treat this investment as part of a broader affordability strategy. We advocate for affordability through abundance: legalizing more homes in more places, especially near jobs and transit; streamlining approvals so housing can be built faster and at lower cost; and protecting stability so existing residents are not displaced.

For these reasons, we urge the Metro Board to certify the FEIR and approve the Hybrid LPA so the project can move into design and construction. The C/K Line Extension to Torrance is a critical component of the region's mobility future, with the potential to improve access to jobs and services, reduce driving impacts, and strengthen countywide opportunity.

Sincerely,

Thomas Irwin
Co-Chair at Eastside Housing for All

C/K Line Extension

Support Item 11
Certify FEIR
Approve Hybrid LPA
Advance the Project

SOUTH BAY FORWARD

SOUTH BAY ON BOARD
C LINE TO TORRANCE

CBO Outreach

SOUTH BAY FORWARD

One of 8 CBOs assisting with outreach

May 2025 - present

- 700+ individuals reached
- 10,000+ social media views
- Hosted 6 community events: Bicycle Block Party, South Bay Transit Summit
- Tabled 8 times on the corridor @ Redondo Station, Torrance Transit Center, Downtown Torrance

South Bay On Board Coalition

Composed of diverse nonprofit, community, labor, business, and advocacy organizations in the South Bay and LA County. United in support of the C Line Extension to Torrance, the Hybrid LPA, and FEIR certification and approval.

MOVELA
A PROJECT OF COMMUNITY PARTNERS

LA/OC
UNION SINCE 1908
BUILDING & CONSTRUCTION
TRADES

ABUNDANT HOUSING LA
HOUSING FOR ALL

TORRANCE
Area Chamber of Commerce

DOWNTOWN TORRANCE ASSOCIATION
DTA

★ Vote for the future ★
Torrance Dems.com
★ Torrance Democratic Club ★

TORRANCE TRANSIT

INDIVISIBLE
SOUTH BAY LA

SOUTH BAY
FORWARD

SBBC+

CAR-LITE
— LONG BEACH —

LWV

STREETS FOR ALL

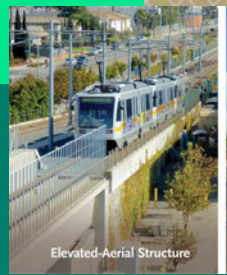
BIKE LA

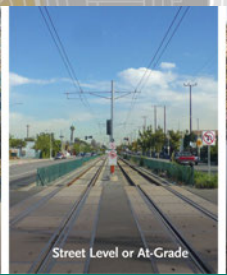
SAFE

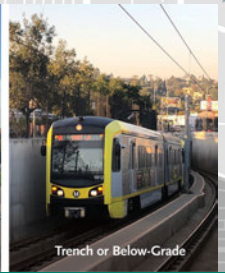
The Transit Coalition

BENEFITS OF LPA

- **Hybrid Alternative** chosen by Metro Board as LPA in May 2024
- **No residential displacements**
- Under-crossings at 170th and 182nd to minimize noise and conflicts
- **Modernization to freight corridor** with new trackwork, ballast, sound walls, quiet zone
- **Safe & compatible with freight & residential:** similar configurations on A Line and E Line in Westside, South LA, South Pasadena, Pomona
- **Connects directly to Redondo Beach and Torrance Transit Centers** – local cities spent over $45M
- Improved first-last mile and neighborhood connectivity with bike/walk trails
- **Serves 3rd largest jobs center in LA County**
- Addresses housing growth and demand
- **Generates over 15,000 jobs** in construction and operation
- Reduces nearly 15 million VMT/yr and 2,000 MT of CO2/yr, an alternative to driving on 405







PROJECT FUNDING

Construction Cost Estimate, 2025

Construction Cost Estimate Summary September 2025

Construction Cost Estimates $ in millions	ROW Elevated/ At-Grade	Trench Option	Locally Preferred Alternative (Hybrid Alt)	Hawthorne Option
2022 Baseline Construction Costs	$1,100	$1,483	$1,213	$1,497
Design Refinements in Final EIR	$118	$128	$119	$107
Actual Inflation of Baseline Costs (2022 to 2025)	$219	$290	$240	$289
Escalation after 2025 (3.5% average annual)	$438	$712	$523	$814
Contingency (~40% of baseline costs) allocated & unallocated	$556	$735	$608	$733
2025 Total Estimate for Final EIR	**$2,431**	**$3,348**	**$2,703**	**$3,440**
2022 Draft EIR Total Estimate (previous)	$1,967	$2,844	$2,235	$2,962
Difference (Draft EIR vs Final EIR)	$464	$504	$468	$478

*Figures are rounded

Page 19 of 22

Funding Strategy	Metro ROW (Elevated/ At-Grade)	Trench Option	Hybrid Alternative	Hawthorne Option
Secured Sources				
Local Sources	**Funding Estimate (YOE $M)**			
Measure R	$272.0	$272.0	$272.0	$272.0
Measure M*	$828.5	$828.4	$828.4	$878.3
3% Local Match Requirement**	$59.0	$85.3	$66.9	$88.9
State Sources				
TIRCP Grant	$231.3	$231.3	$231.3	$231.3
SB1 - Local Partnership Program	$9.0	$9.0	$9.0	$9.0

Smallest funding gap of any Metro project.

- **C Line Extension to Torrance:**
  - 4.5 mi extension of K Line LRT
  - $2.7B estimate, $1.34B secured + $66M local match
  - = 50-52% of total at Final EIR
- **Eastside Transit Corridor:**
  - 4.7 mi extension of E Line LRT
  - $7.9B estimate, $3.6B secured
  - = 46% of total at Final EIR (May 2024).
- **Westside Santa Ana Branch / Southeast Gateway Line:**
  - 14.5 mi new LRT along rail corridor
  - $7.2B estimate, $2.55B secured
  - = 35% of total at Final EIR (Jan 2024)
- **East San Fernando Valley Light Rail:**
  - 6.7 mile new LRT
  - $3.6B budget, $790M committed
  - = 22% of total at monthly status report, after FEIR (Aug 2025)

POTENTIAL COMMUNITY BENEFITS

- Technical assistance for FRA quiet-zone applications
- Stormwater infiltration native plant gardens
- Community hotline during construction
- Reimbursement for property upgrades (new windows, fences, privacy trees, landscaping)
- Close gaps in bike/walk trail in Redondo & Lawndale
- Tap-to-exit stations for safety
- Tree giveaway events along corridor
- Funding for pocket parks in Lawndale

C/K Line Extension

APPROVE FINAL EIR

Let's deliver for ALL our communities.

I am writing to urge you to certify the Final EIR and approve the Hybrid Alternative (Locally Preferred Alternative) for the C/K Line Extension to Torrance. While my City Council has frequently opposed the Metro Right-of-Way (ROW) alignment, please understand that they do not speak for all Lawndalians. Many of us in the community fully support the LPA and want to see this project move forward without further delay.

I support the Hybrid Alternative (ROW) for the following reasons:

1) Protecting Hawthorne Blvd: The alternative option—building down Hawthorne Boulevard—would be disastrous for our city. It would subject our primary commercial corridor to years of heavy construction, gridlock traffic, and business closures. The LPA preserves Hawthorne Boulevard for our local businesses and residents.

2) Smart Grade Separation: The Hybrid Alternative includes a trench at 170th Street. This is a "win-win" that provides the speed and efficiency of the ROW while addressing community concerns about safety and noise at key intersections.

3) Connectivity & Future: I want my family to have access to the regional rail network. Delaying this project or forcing a "restart" to study inferior alignments only hurts residents who are waiting for a clean, car-free alternative to reach LAX, SoFi, and the rest of the county.

Please stop the delays. The "silent majority" of Lawndale residents are ready for this train. We urge you to hold firm to the studied facts, certify the EIR, and build the Hybrid Alternative.

Sincerely,

Signature	Name	Address
[redacted]	Marianna	[redacted]
	Alma Noyola	
	Yasmina Garcia	
	Arcenio Martinez	
	Misael Castillo	
	Lowell Burris	
	Angie Burris	
	[illegible]	
	[illegible]	
	Lauren West	
	Jessica West	
	Giovanni Rico.	
	Hector Alvarado	
	MICHAEL CLARK	

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Sincerely,

Signature	Name	Address
[redacted]	Shirley Mack	[redacted]
	Sharla Thomas	
	Debra Fuentes	
	Christian Medinci	
	German Garcia	
	Miriam Way	
	Eric Arulus	
	Priscilla Mujica	
	Carlos Perez	
	Rosa Martin	
	Sergio Marin	
	Emily DeVerally	
	Connor Raftery	
	Corina Berumen	

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Sincerely,

Signature	Name	Address
[redacted]	Edward JACKSON	[redacted]
	Shawn Sanders	
	MARIO MUNDON	
	Sara Mundon	
	Zuraida Duque	
	Juan Carlos Miranda	
	Erminia Miranda	
	Andrea Ramos	
	Miguel Vega	
	Mercedes Castro	
	Hector Camillo	
	Sergius Lemon	
	Megan Mclaughlin	
	Tim Kamiski	

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Sincerely,

Signature	Name	Address
[redacted]	Marta Sandoval	[redacted]
	[illegible]	
	Freddy R Lopez	
	Melissa Bejarano	
	Argenis Bejarano	
	Michael Robles	
	Emily Fuentes	
	Jorge Martinez	
	Richard Schueler	
	Cheryl Franklin	
	Sandra Santillan	
	Steven Yoate	
	Jordan, Joanne	
	Gordon Sargent	

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Sincerely,

Signature	Name	Address
[redacted]	Victor Muñoz	[redacted]
	Mirna Davila	
	Amy Chen	
	Cristobal Solorzano	
	Sandra Solorzano	
	Doreen Carter	
	Patricia Muñoz	
	Joaquin Muñoz	
	Rod Caling	
	Rose Caling	
	[illegible]	
	Milton Mund	
	Martha Reyes	

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Sincerely,

Signature	Name	Address
[redacted]	JESSICALINA BLACKNE	[redacted]
	Andrew Blackney	
	FRED fiehl	
	DARRYL RATCLIFF	
	MICHELE RATCLIFF	
	Margaret Fisette	
	Danny Hudson	
	Susan Gunman	
	Jose sandoval	
	[illegible]	
	Salem	
	Jonathan Ramirez	
	ALLEN TRUONG	
	[illegible]	

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Sincerely,

Signature	Name	Address
[redacted]	Ludwin M.	[redacted]
	RUDOLPH PALACIOS	
	Jaime Palacios	
	Jesse Ayala	
	Jim Fuentes	
	Raquel F.	
	Minh le Nguyen	
	Hugo Tercero	
	Bonnie Coronado	
	Thien Nguyen	

December, 2025

The Honorable Fernando Dutra and LA Metro Board of Directors
One Gateway Plaza
Los Angeles, CA 90012-2952
Email: BoardClerk@Metro.net, greenlineextension@metro.net
CC: South Bay Cities COG Board of Directors

RE: LA Metro Letter of Support – C/K Line Extension to Torrance FEIR Certification & Approval

Dear Board Directors of LA Metro and South Bay Cities Council of Governments:

On behalf of my business along Hawthorne Blvd, I submit this letter in support of certifying the Final Environmental Impact Report (EIR) and approving the C/K Line Extension to Torrance project along the Metro owned right of way (ROW). By approving the project and moving forward with the Locally Preferred Alternative (LPA), we can ensure minimal disruption of business along Hawthorne Blvd.

I am aware that "future stations" are often discussed as a mitigation of the "bypass" concern. However these stations are rarely, if ever implemented. As a business along the proposed Hawthorne Blvd alignment we cannot accept this plan with the promise of future business from a nonexistent station. History has shown "in-fill" stations will not be built. We must assume if the station isn't in the plan today, it will never exist.

The Hawthorne Alignment would be a disaster for local business and I strongly urge against this option. This alignment will maximize the impact on Hawthorne Blvd businesses with no access to the benefits. This alignment excludes stops anywhere between the 405 Freeway and the South Bay Galleria. This will transform our storefront into an active construction zone for years with no benefit. The heavy construction, lane reductions, and parking removal will gravely impact our business only to bypass the area. We have heard the struggles of businesses during major municipal construction projects, many of them do not survive the years of limited access and construction barriers. The ROW alignment allows Metro to build this vital infrastructure while preserving the commercial corridor along Hawthorne blvd.

Sincerely,

Name	Business	Date
Tyler Severe	Walgreens	12/5/25
Erica Shelton	Golfsha c	12/5/25
Rajeev Mehra	Advanced Computers	12-5-25
[illegible]	[illegible]	11/5/25
Nancy deLeon	[illegible]	12/5/25
Andrea Alfaro	Advanced Paralegal services	12/5/25
Soheil Benshim	Precision Auto Care	12/5/25
Jonathan R. Lorraine	South Bay Pawn Inc	12/5/2025
Kelby Pregoso	Pittsburgh Parts Co.	12-5-25
Guisselle Magana	Arco	12-5-25

Name	Business	Date
Nestor Flores	Cultural Academy	12/5/25
Decima Graves	Dog Riders 2.2	12/5/25
Adrian Rod		12-5-25
Sid Maskal	Lighting Zone	12-19-25
	Yoshinoya	12-19-25
Carey white	Get Crazy deals	12 19 25
Julio Alcaraz	Alcaraz LLC	12 19 25
Hau Nguyen	Rachel Nail Spa	12/19/25
Tony Acosta	Under The Table Boards	12/19/25
Yasmin Salgado	Farmers Insurance	12/19/25
Barbara Melgarejo	DXL Big + Tall	12/19/25
Mike Razmi	Hawthorne Movers Express	12/19/25

Tuesday, January 13th, 2026

LA Metro Board of Directors
One Gateway Plaza
Los Angeles, CA 90012-2952
Email: BoardClerk@Metro.net, greenlineextension@metro.net

Letter of Support – C/K Line Extension to Torrance FEIR Certification & Approval (Jan 2026 Board Meetings)

Dear Board Directors of LA Metro and South Bay Cities Council of Governments:

On behalf of South Bay Forward, a local grassroots advocacy organization focused on housing, transit, and mobility in the South Bay LA region, we write this letter in support of certifying the Final Environmental Impact Report (EIR) and approving the C/K Line Extension to Torrance.

By approving the project and moving forward with the Locally Preferred Alternative (LPA), we can provide a much-needed, once-in-a-generation rail connection between LA County and the South Bay. This project will attract millions of new riders, reduce travel times, and respond effectively to community concerns with mitigation measures and new amenities along the Metro ROW, while aligning with available funding and the Measure M schedule.

South Bay Forward is composed of over 600 members across the South Bay LA region in the cities of Torrance, the Beach Cities (Redondo Beach, Hermosa Beach, Manhattan Beach, El Segundo), Inland South Bay (Carson, Gardena, Hawthorne, Inglewood, Lawndale, Lomita), Harbor Area (Harbor City, Harbor Gateway, San Pedro and Wilmington), and the Palos Verdes Peninsula.

We have closely followed and strongly supported the project since our organization's founding in 2023 and have continued to support local and regional projects as part of Yes In My Backyard organizing to advance abundant housing and connected transit for a more affordable, accessible, and sustainable South Bay.

STRONG LOCAL AND COMMUNITY SUPPORT
We reiterate our support letters dated December 14, 2023 and May 22, 2024 in which we detailed our support for the Project on the Metro-owned right-of-way and Hybrid Locally Preferred Alternative. In March 2025, we responded to Metro's call for community-based organizations (CBO) to deliver outreach for the project. Over the past six months, we have tabled and hosted community events around the South Bay sharing information in our role as CBO. See **Appendix 1** for photos and written comment cards from our outreach activities. We have connected with over 700 individuals during outreach events along the corridor and have generated 10,000+ social media views. Responses from the public have been overwhelmingly positive, with the most common question being, "How soon will it be built?" This sentiment reflects the results of a 2023 phone-based survey showing 67% support for the project within the cities of Lawndale, Redondo Beach, and Torrance.

Additionally, this project is well-supported by dozens of community organizations, labor groups, and businesses as part of the South Bay On Board Coalition including: MoveLA, Streets for All, Abundant Housing LA, Downtown Torrance Association, Torrance Area Chamber of Commerce, Indivisible South Bay LA, Torrance Democrats, Streets Are For Everyone, and LA/OC Building & Construction Trades. Coalition support letters can be found in this Folder. This project has been long-supported by various South Bay cities, though they have differed on alignment preferences over the years. However, the cities of Redondo Beach and Torrance have invested over $45 million in new bus centers adjacent to the rail corridor in anticipation of future rail service. In May 2024, Metro Board selected the 170th/182nd Grade-Separated (Hybrid Alternative) as the Locally Preferred Alternative (LPA). The Final Environmental Impact Report (FEIR) was released in September 2025 responding to over 2,000 public comments with fact-based responses and clarifications.

REGIONAL IMPORTANCE

This project has been promised to South Bay residents since 1980 and has been identified as a top priority for rail service since 2009. In 2016, South Bay voters helped pass Measure M which promised the Green Line / C Extension as a priority rail project. With the updated operating pattern of the K Line and the recent opening of the LAX Metro Transit Center, this Project will now create a one-seat ride between Torrance, Redondo Beach, LAX, and Inglewood. Further connections can be made to Gateway Cities on the C Line and to the Westside and Downtown Los Angeles via the Metro E Line. Estimates project a 19-minute ride from Torrance to LAX and significant travel time savings between the South Bay and greater Los Angeles.

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

STRONG FUNDING PLAN

The project is well-positioned for funding currently and is highly-competitive for state transportation grants following FEIR certification. The LPA is designed to not require federal funds, which is ideal within our current political landscape. The Board Report from May 2024 details the project has been allocated funding from Measure R at $272M, Measure M at $828.4M, TIRCP at $231.3M and SB1 at $9.0M. This totals to $1.34B.

Since 2023, cost estimates for the project have increased from $2.23B for Hybrid and $2.96B for Hawthorne to $2.7B for Hybrid and $3.44B for Hawthorne from the Draft to the Final EIR. Cost escalations are due to inflation, tariffs, contingency, and delays on the project (NYU Transit Costs Project). The project is over 52% funded for LPA. No project is fully funded at the Final EIR stage and this project is better positioned than nearly every project in the Metro portfolio. SBCCOG received this information via public comment in November 2025. See **Appendix 2** for funding levels of recent Metro light rail projects at FEIR approval.

Additionally, the project only becomes competitive for additional grants after the certification of the FEIR, when it can apply for state sources of funding under TIRCP, STIP, SB1, or other grants. Other sources of funding that could be explored for this project includes: ExpressLane revenue from I-110 and I-105 corridors and surplus highway funds from South Bay Measure M funds. Other jurisdictions have developed funding mechanisms to fund their Metro rail projects, like the West Hollywood's Enhanced Infrastructure Financing District for the K Line Northern Extension.

This is a highly cost-effective and grant-competitive project. Further delay, pause, or concern around FEIR certification could lead to further cost increases and jeopardize the project and its numerous benefits to the South Bay–relieving congestion, reducing VMT, boosting economic growth, serving jobs and schools. Please support South Bay's best chance of future rail.

JOBS, HOUSING, MOBILITY, & ENVIRONMENTAL BENEFITS

The Extension will help reduce 13.7 million vehicle miles and 1,905 metric tons of carbon dioxide equivalent (CO_2) per year, helping to combat climate change. The project will also attract around 1.5 million new Metro riders per year, expanding access to aerospace, government, manufacturing, and healthcare job centers in the South Bay and generate over 15,000 construction jobs to strengthen the South Bay economy.

The Final EIR indicates that no homes will need to be acquired for the LPA and that safety and noise mitigations for the project will improve the overall safety profile for residents who currently live near the freight line. The mitigations are thoughtful and comprehensive, reflecting a commitment to addressing concerns. Hawthorne Blvd costs nearly $1 billion more and faces enormous technical, engineering, and approval constraints with 2-4 more years of NEPA review, requiring federal funds and massive utility relocations including a regional stormwater drain. Proceeding with the Board-Selected Hybrid LPA provides an all-inclusive project that updates the aging rail corridor, adds neighborhood walking-biking paths, and connects directly to transit centers with parking, restrooms, and bus service.

Metro has safely delivered and operated projects with freight, light rail, and walking trails near homes such as the A Line in South Pasadena, Highland Park, San Gabriel Valley, and South LA and the E Line from Westwood to Bundy. The newly opened A Line to Pomona also contains a shared freight, light rail, and residential corridor from Irwindale to Pomona. Metro is building the Southeast Gateway Line in the communities of Southeast Los Angeles as a shared corridor with light rail, freight and utilities. The corridor widths and profiles are comparable to this project.

This project will address the jobs-housing imbalance in our subregion. The South Bay Galleria site near the Redondo Beach Transit Center has been approved for 650 new homes in anticipation of future rail service. The half-mile areas near the Redondo Beach and Torrance Transit Centers already qualify for SB 79 as part of the regional plan. Housing at these sites will require rail transit to mitigate traffic impacts. The LPA includes neighborhood biking and walking trails in Lawndale and Redondo Beach that will connect to existing and planned bike networks, improving first-last mile mobility for South Bay residents, workers, and students.

We ask that you approve and certify the Final EIR so that the project can prepare for design and construction. The C/K Line Extension to Torrance project is a critical component of Measure M promised to South Bay voters that will transform mobility in LA County, bolster the local economy, improve air quality, improve mobility and safety on the corridor, and provide additional benefits to low-income households and disadvantaged communities. Thank you for your leadership and for championing the Extension project for the South Bay and Los Angeles County.

Sincerely,

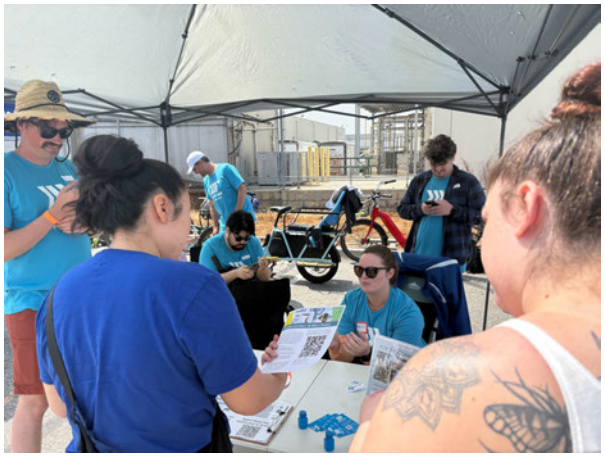
South Bay Forward Steering Committee

Allen Natian, **San Pedro**
Brandon Smith, **Gardena**
Brianna Egan, MPH, **Redondo Beach**
Courtney Alicia Miles, **Gardena**
Grace Peng, PhD, **Redondo Beach**
Ginny Weinert, **Lomita**
Liam Walsh, **Redondo Beach**
Matthew Lawrence, **Torrance**
MC Guerry, **Hermosa Beach**

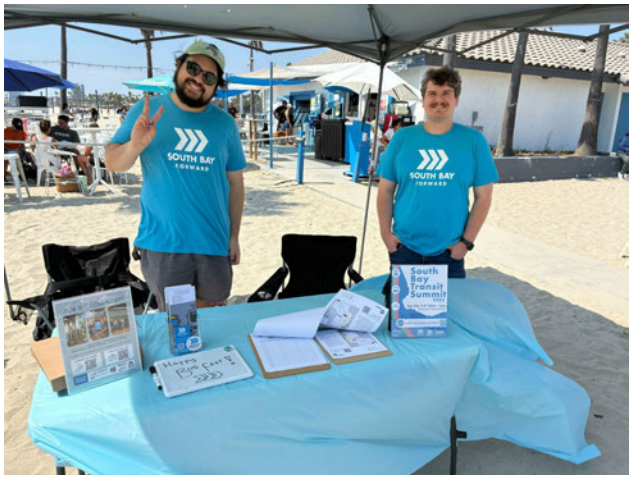
South Bay Forward Transit Organizing Team

Adam Schwartz, **Torrance**
Alix Truman, **Torrance**
Andrew Blackney, **Lawndale**
Christopher Truman, **Torrance**
Devon Hollowood, PhD, **Redondo Beach**
Iris Polak, **Redondo Beach**
Isabel Schwartz, **Torrance**
Kenneth Johnson, **Torrance**
Ryan VanMeter, **Lawndale**
Zaid Ibrahim, **Torrance**

Appendix 1: Tabling and Outreach Activities (May 2025 - Present)



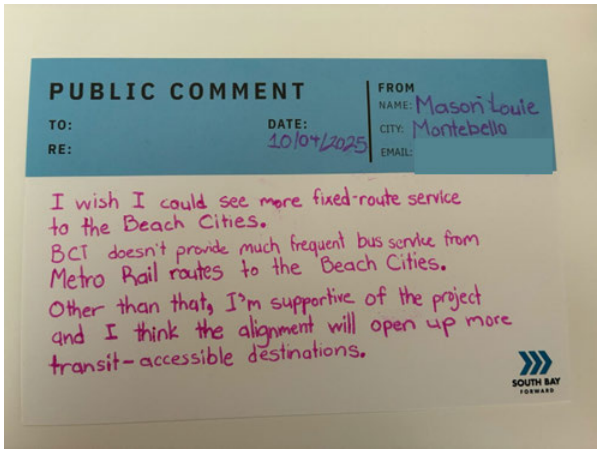
Bicycle Block Party, Redondo Beach (May 2025) K Line Ride Along, Redondo Beach (June 2025)

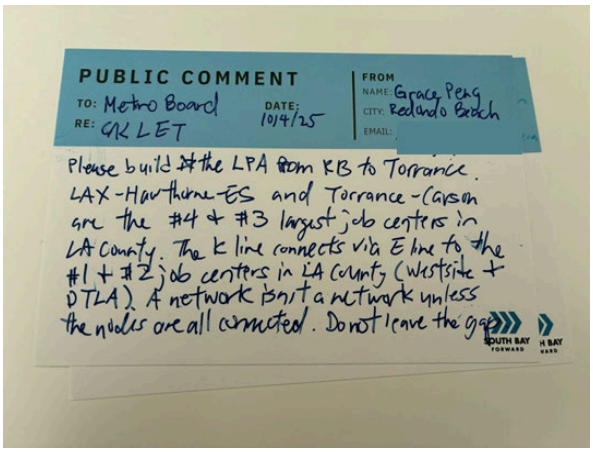


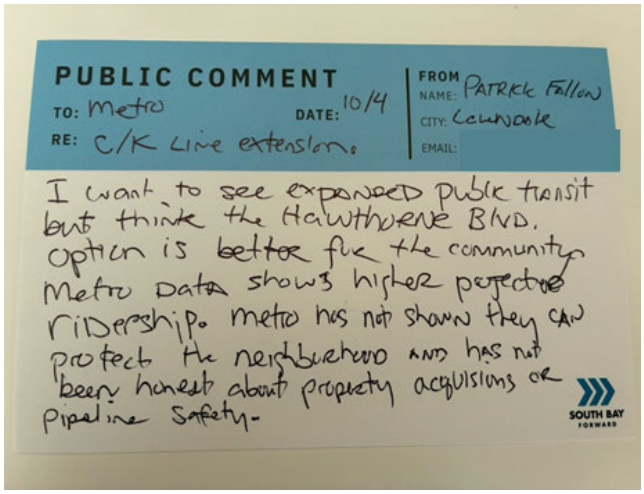
Julian Katz Bike Ride, Redondo & Hermosa (June 2025) Bus Fest, Long Beach (Sept 2025)

Hollywood Bowl Park & Ride, Torrance (Jul-Sept 2025) Livable Communities, Hermosa (Jul 2025)

[South Bay Transit Summit](), Torrance Transit Summit (Oct 2025) *Comment Cards Below*







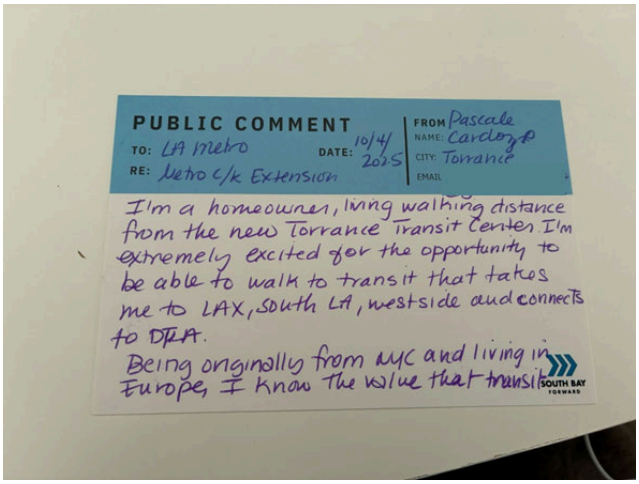
PUBLIC COMMENT

TO: Metro DATE: 10/4

RE: C/K Line extension

FROM NAME: Patrick Fallon CITY: Lawndale EMAIL:

I want to see expanded public transit but think the Hawthorne Blvd. option is better for the community. Metro data shows higher projected ridership. Metro has not shown they can protect the neighborhood and has not been honest about property acquisitions or pipeline safety.



PUBLIC COMMENT

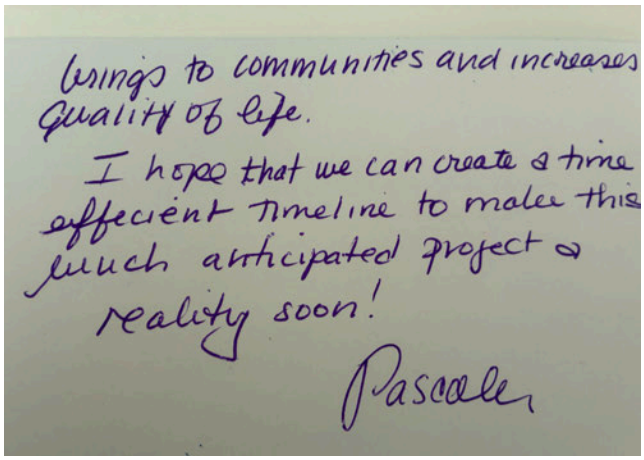
TO: LA Metro DATE: 10/4/2025

RE: Metro C/K Extension

FROM NAME: Pascale Carcloy CITY: Torrance EMAIL:

I'm a homeowner, living walking distance from the new Torrance Transit Center. I'm extremely excited for the opportunity to be able to walk to transit that takes me to LAX, South LA, westside and connects to DTLA.

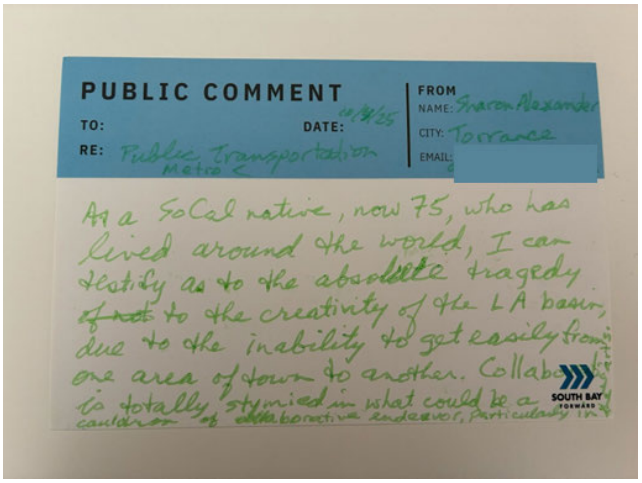
Being originally from NYC and living in Europe, I know the value that transit



brings to communities and increases quality of life.

I hope that we can create a time effecient timeline to make this much anticipated project a reality soon!

Pascale



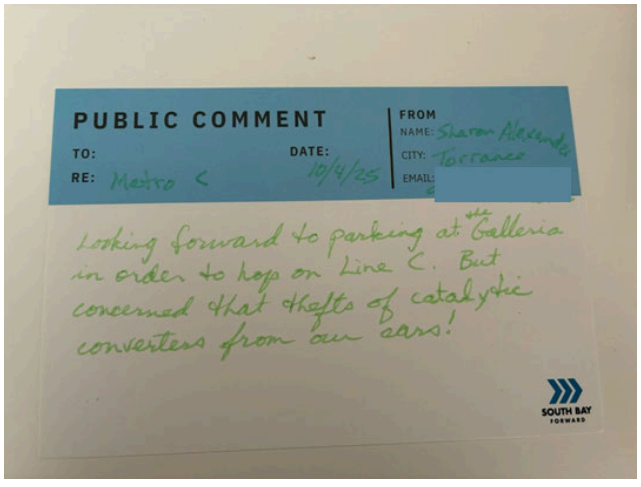
PUBLIC COMMENT

TO: DATE: 10/4/25

RE: Public Transportation Metro C

FROM NAME: Sharon Alexander CITY: Torrance EMAIL:

As a SoCal native, now 75, who has lived around the world, I can testify as to the absolute tragedy of not to the creativity of the LA basin, due to the inability to get easily from one area of town to another. Collab is totally stymied in what could be a cauldron of collaborative endeavor, particularly in



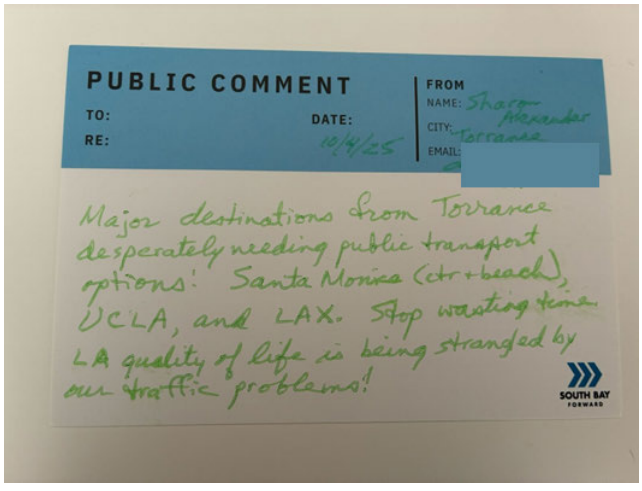
PUBLIC COMMENT

TO: DATE:

RE: Metro C 10/4/25

FROM NAME: Sharon Alexander CITY: Torrance EMAIL:

Looking forward to parking at the Galleria in order to hop on Line C. But concerned that thefts of catalytic converters from our cars!



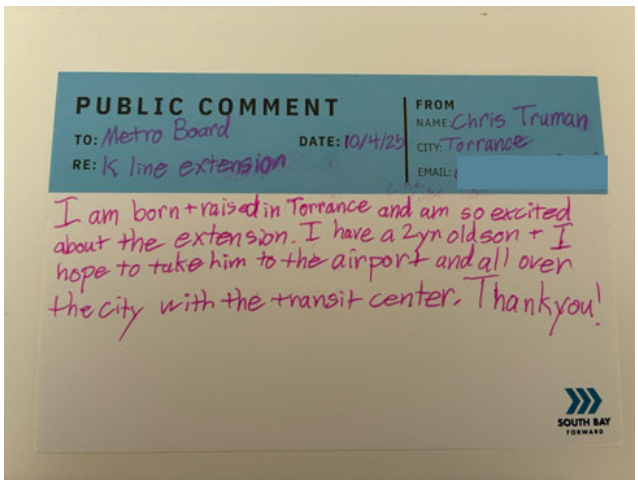
PUBLIC COMMENT

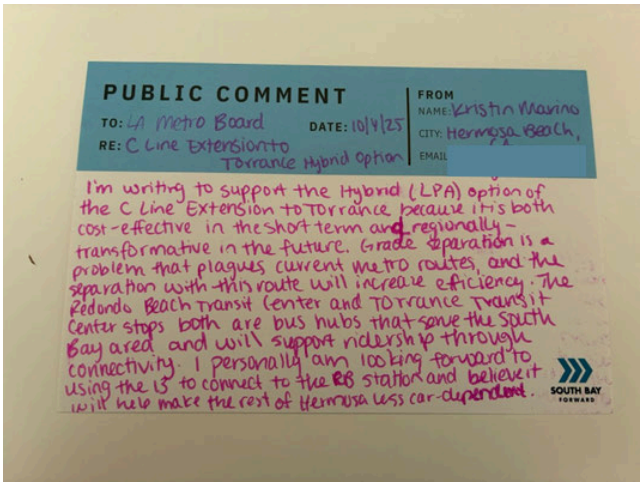
TO: DATE: 10/4/25

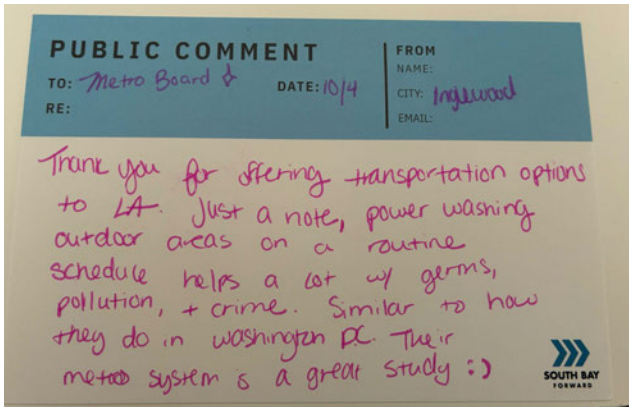
RE:

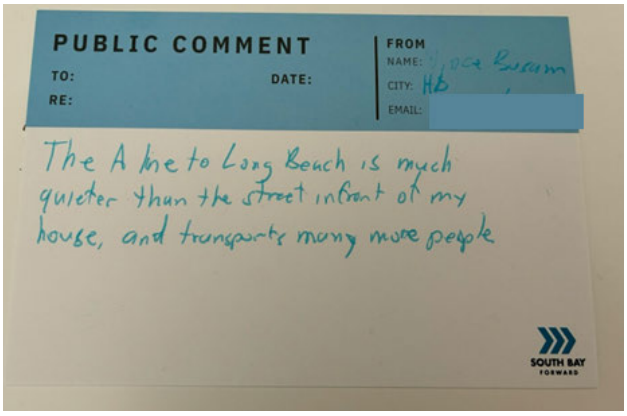
FROM NAME: Sharon Alexander CITY: Torrance EMAIL:

Major destinations from Torrance desperately needing public transport options! Santa Monica (ctr+beach), UCLA, and LAX. Stop wasting time. LA quality of life is being strangled by our traffic problems!



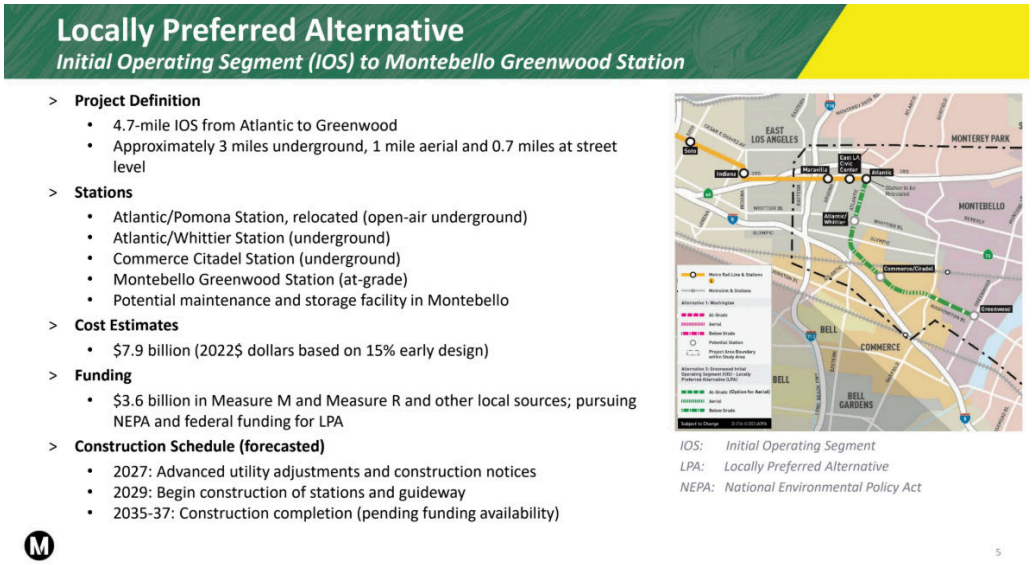






Appendix 2

Eastside Transit Corridor (LRT Extension) Cost Estimate - 4.7 mile long extension of E Line light rail, $7.9B estimate, $3.6B secured (45.6% of total) at Final EIR Certification (May 2024)



West Santa Ana Branch / Southeast Gateway Line (Jan 2024) - 14.5 mile new light rail line along a rail corridor, $7.2B estimate, $2.55B (35.4% of total) at Final EIR Certification (Jan 2024)

Table 1.1 summarizes the amount of committed and planned funding for the LPA from local, state, and federal sources and the first year the funds are available for expenditures.

Table 1.1. West Santa Ana Branch Committed and Planned Funding Sources

	Source	Year Approved	Funding Amount	Year Available*
Locally Preferred Alternative (Slauson/A Line (Blue) to Pioneer Station) Fiscal Years 2022-2035	Measure R	2008	$240.0 million plus $108.4 million surplus highway funds plus $0.5 million admin	2015
	Measure M	2016	$1,383.0 million	2022
	Other Local		$1,053.0 million	2020
	State Grants	2018	$819.1 million	2019
	Federal Grants		$3,400 million	2027
	Other Federal		$163 million	2025
	Total		$7,167 million	

Source: Metro, Funding Plan Estimate as of January 2024
Note: *As specified in the sales tax ordinance or assumed in the Long Range Transportation Plan Financial Forecast

East San Fernando Light Rail - 6.7 mile new light rail line, $3.573B budget with $790M committed (22% of total) at monthly status report, after FEIR Certification (August 2025)

PROJECT COST

Project Cost Analysis – 865521

EAST SAN FERNANDO VALLEY TRANSIT PROJECT (865521)
COST REPORT (through JULY 2025)
DOLLARS IN THOUSANDS

SCC CODE	DESCRIPTION	APPROVED FFGA BUDGET	CURRENT FFGA BUDGET	COMMITMENTS	EXPENDITURES	FORECAST FFGA BUDGET	VARIANCE
		A	B	C	D	E	E - B
10	GUIDEWAYS & TRACK ELEMENTS	101,110	101,110	7,940	0	101,110,013.00	0
20	STATIONS, STOPS, TERMINALS, INTERMODAL	161,293	161,293	4,057	0	161,293,435.00	0
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN, BLDG	254,946	254,946	0	0	254,946,330.23	0
40	SITEWORK & SPECIAL CONDITIONS	744,413	744,413	197,394	67,823	744,412,508.00	0
50	SYSTEMS	338,374	338,374	0	0	338,373,703.00	0
	CONSTRUCTION SUBTOTAL (10-50)	**1,600,136**	**1,600,136**	**209,390**	**67,823**	**1,600,135,989.23**	**0**
60	ROW, LAND, EXISTING IMPROVEMENTS	365,985	365,985	181,213	179,389	365,984,902.77	0
70	VEHICLES	219,897	219,897	1,210	479	219,897,383.00	0
80	PROFESSIONAL SERVICES	912,345	912,345	399,072	222,186	912,344,870.00	0
	SUBTOTAL (10-80)	**3,098,363**	**3,098,363**	**790,885**	**469,877**	**3,098,363,145.00**	**0**
90	UNALLOCATED CONTINGENCY	414,917	414,917	0	0	414,916,766.00	0
100	FINANCE CHARGES	60,000	60,000	0	0	60,000,000.00	0
	TOTAL PROJECT (10-100)	**3,573,280**	**3,573,280**	**790,885**	**469,877**	**3,573,279,911.00**	**0**

NOTE-1: TOTAL INCURRED COST TO DATE $469,877,441.71.

Approved FFGA Budget: The Approved FFGA Budget for the Project is $3.573B.

Current FFGA Budget: The Current FFGA Budget is the same as the Approved FFGA Budget.

Commitments: Commitments increased by $30.9M this period to $790.9M. The increase is primarily for real estate acquisition and professional services related to the Project.

Expenditures: Expenditures from May 2022 through July 2025 are $469.9M, an increase of $52.8M from the previous month.

Forecast Proposed FFGA Budget: The forecast proposed FFGA budget remains the same as the current Approved FFGA Budget of $3.573B.

REDONDO BEACH

Mayor and City Council Offices
415 Diamond Street
Redondo Beach CA90277

Tel: 310.697.3088

Redondo.org

January 21, 2026

Honorable Chair Dutra
Metro Board Members
Board Administration
One Gateway Plaza
MS: 99-3-1
Los Angeles, CA 90012

Via Electronic Mail
BoardClerk@metro.net

RE: **Item 11.1: C Line Extension to Torrance Project Final EIR Certification**
Redondo Beach's Support for Director Mitchell, Sandoval and Dupont-Walker's motion selecting the Hawthorne Alignment

Dear Board Chair Dutra and Honorable Board Members:

On behalf of the City of Redondo Beach, please accept this letter as Mayor Light and the City Council's unanimous (4-0-1) support for the motion by Directors Mitchell, Sandoval and Dupont-Walker selecting the Hawthorne alignment. We write to express how we envision working with Metro, Caltrans and our neighbors to advance the Project on Hawthorne Blvd. and we request that the Board approve the motion.

As a preliminary matter, Redondo Beach has consistently supported the C-Line Extension on Hawthorne, as it achieves the Project objectives, including but not limited to improving mobility, providing alternative modes of transit, and providing more equitable access to regional destinations, displacing the greatest amount of VMT and resulting in the greatest number of annual project trips.

The Hawthorne alignment increases commercial visibility instead of impacting and dividing a residential neighborhood. Some of the significant issues associated with the LPA option would be resolved with the Board's selection of the Hawthorne alignment. The Hawthorne Alternative, studied in depth in the draft and final EIR, resolves potential issues associated with selection of the LPA. In particular, the Hawthorne Alternative avoids relocation of utilities and high-risk construction activities associated with the LPA option. For these reasons among others, the Hawthorne Alternative provides the greatest return on regional investment.

If and when the Board certifies the FEIR and approves the Hawthorne Alternative, Redondo Beach is ready to:

- Expedite any necessary local approvals and permits to enable timely Project construction and reduce the risk of schedule delays;
- Expediently work through the Caltrans relinquishment process for Hawthorne Blvd. (SR 107) to enable local control of permitting and approvals;
- Collaborate with neighboring jurisdictions to centralize permitting for the Hawthorne option;
- Further advocate for funding for this Project at the South Bay Cities COG, specifically during the Measure M Decennial Review process commencing this year;
- Support expansion of the Business Interruption Fund to cover businesses impacted by Project construction along Hawthorne Blvd. to ensure their continued success;
- Pursue funds for first/last mile improvements for the South Bay Galleria station, and plan for our 3% local match contribution to the Project;

The City is also uniquely positioned to ensure traffic in Redondo Beach along Hawthorne Blvd. is managed efficiently with minimal disruption during construction. In that regard, the City also appreciates the Board's stated commitment to helping small businesses remain viable during and after construction.

The Hawthorne Alternative is the only Project alternative that meets the Project objectives, fulfills the Board's CEQA requirements, and delivers high ridership. Redondo Beach looks forward to working in partnership with Metro, Caltrans, the South Bay Cities Council of Governments and our neighbors to deliver high quality transit to the region.

Thank you in advance for your consideration of our comments.

Sincerely,

[redacted]

Jim Light
Mayor

Joined by:

[redacted]

Brad Waller
Council Member, District 1

[redacted]

Chadwick Castle
Councilmember, District 2

[redacted]

Paige Kaluderovic
Council Member, District 3

[redacted]

Zein Obagi Jr
Council Member, District 4

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

MYCHAL'S
Learning Place

BOARD OF DIRECTORS

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Suzanne Curtin

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Joe Marcy

Sara Pezeshkpour

J.J. Turkmany

CEO

Edward Lynch

Los Angeles County Board of Supervisors
Kenneth Hahn Hall of Administration
500 W. Temple Street
Los Angeles, CA 90012

Dear Honorable Members of the Los Angeles County Board of Supervisors,

On behalf of Mychal's Café, a social enterprise dedicated to providing meaningful employment and community opportunities for adults with special needs, I am writing to express our strong support for the Metro C/K Line Extension to Torrance along the Hawthorne Boulevard alignment.

At Mychal's Café, our mission is rooted in creating inclusive spaces where adults with developmental and intellectual disabilities can thrive, contribute, and connect with the greater community. For many of our employees and participants, public transportation is not just an option, it is a lifeline. It provides independence, access to work, and a sense of belonging in a world that can sometimes feel out of reach.

The Hawthorne Boulevard alignment makes logical and human sense. It connects people with the places where everyday life happens, connections to businesses, services, and other people. As our region grows, we must remember that public transit should serve those who need it most: individuals who may not drive, who rely on buses and trains to reach their jobs, and who deserve to move through their communities with dignity and ease.

We urge the Board to plan carefully and thoughtfully, not simply to build quickly. This is an opportunity to design a transportation system that truly reflects our shared values of accessibility, inclusion, and community. Let's ensure this vital extension serves all residents, especially those whose voices are too often overlooked.

Thank you for your leadership and consideration.

With appreciation,
Sincerely,

[redacted]

Ed Lynch
CEO Founder
www.mychals.org

Paint ’n Pour
Theresa Masse, Owner/Operator
1815 Hawthorne Blvd #354
Redondo Beach, CA 90278

January 20, 2026

Honorable Chair Dutra
Metro Board Members
Board Administration
One Gateway Plaza
MS:99-3-1
Los Angeles, CA 90012

RE: ITEM 11.1-C LINE EXTENSION TO TORRANCE PROJECT FINAL EIR CERTIFICATION; SUPPORT FOR THE MOTION BY DIRECTORS MITCHELL, SANDOVAL, AND DUPONT-WALKER SELECTING THE HAWTHORNE BLVD ALIGNMENT

My name is Theresa Masse and I recently moved my business, Paint ’n Pour, into the South Bay Galleria Mall. I am writing in support of extending the C-Line Extension down the Hawthorne Blvd alignment. The South Bay Galleria, my business, and all of the businesses along Hawthorne Blvd would greatly benefit from the transit being added to the established commercial corridor rather than through a residential area. We need the added foot traffic to keep our small businesses alive. All money aside, adding a Metro stop on Hawthorne Blvd just makes sense. Putting the alignment into a residential area, does not.

I fully support the City of Redondo Beach’s vision for advancing the Hawthorne alignment as the option that works best for the majority. I urge the Board to adopt the motion selecting the Hawthorne Blvd alignment.

Respectfully,
Theresa Masse

December 8, 2025

The Honorable Fernando Dutra and LA Metro Board of Directors
One Gateway Plaza
Los Angeles, CA 90012-2952
Email: BoardClerk@Metro.net, greenlineextension@metro.net
CC: South Bay Cities COG Board of Directors

RE: Letter of Support – LA Metro C/K Line Extension to Torrance FEIR Certification & Approval

Dear Board Directors of LA Metro and South Bay Cities Council of Governments (SBCCOG):

South Bay Bicycle Coalition Plus supports certifying the Final Environmental Impact Report (EIR) and approving the C/K Line Extension to Torrance. Approving and moving forward with the Locally Preferred Alternative (LPA) will provide a much-needed, once-in-a-generation rail connection for travel throughout LA County and the South Bay.

This extension will connect with existing and future micro-mobility corridors such as the North Redondo Beach Bikeway, the Redondo Beach Blvd Metro Active Transportation project, and a potential multi-use path connecting the Torrance Transit Center to downtown Torrance. These among other first/last-mile connections via the South Bay Bicycle Master Plan and Local Travel Network will harmonize with the extended light rail to enable more convenient multi-modal trips throughout the region. SBBC+ welcomes the opportunity to work with cities, the SBCCOG, Metro, and the community to help shape future first-last mile connections to the new stations.

With connections between Torrance, Redondo Beach, and Inglewood (including a 19 minute ride from Torrance to LAX), this project will allow more people to take transit to get to work, travel, or events. The utility of transit is further increased when people can safely walk or roll to the train station for the first and last leg of their trip. Building this gets cars off the road, reduces congestion and emissions, and makes getting around safer and more convenient.

We ask the Metro Board of Directors to approve and certify the Final EIR so that the project can prepare for design and construction. The C/K Line Extension to Torrance project is a critical component of Measure M promised to South Bay voters that will transform mobility in LA County, bolster the local economy, improve air quality, improve mobility and safety on the corridor, and provide additional benefits to low-income households and disadvantaged communities. We thank you for your leadership and look forward to supporting your efforts for continued enhancement of our multimodal transportation network in the South Bay and Los Angeles County.

Sincerely,

Rod Kuhns, President
Liam Walsh
Ken Robertson
Laura Emdee

January 21, 2026

The Honorable Fernando Dutra and LA Metro Board of Directors
One Gateway Plaza
Los Angeles, CA 90012-2952
Email: BoardClerk@Metro.net, greenlineextension@metro.net

RE: LA Metro Letter of Support – C/K Line Extension to Torrance FEIR Certification & Approval
Hybrid LPA

Dear Directors of the LA Metro Board and Members of the South Bay Cities Council of Governments:

On behalf of **Downtown Los Angeles for All (DTLA4A)**, a chapter of Abundant Housing Los Angeles, I write in strong and unambiguous support of the **Locally Preferred Alternative (LPA)** for the K Line Extension to Torrance.

Los Angeles cannot meet its housing, climate, or mobility goals without a dramatic expansion of high-capacity rail. More housing without more transit is a dead end; more transit without decisive action is a missed opportunity. For a region as large and interconnected as ours, rail is *not* optional—it is the *only* scalable alternative to deepening congestion, rising emissions, and worsening inequality of access.

Our home of Downtown Los Angeles demonstrates what is possible when transit works. It is one of the few places in the county where residents can reliably live without a car, and many do. As a result, Downtowners rely on the system to access the city and the broader region—including areas like the South Bay. Yet vast areas of the South Bay—despite their cultural and economic importance and proximity to job centers—remain cut off from the Metro network, accessible only by car or by time-intensive bus trips. The K Line Extension is essential to correcting this imbalance, completing the region's transit spine, and finally connecting the South Bay to the nearly 100,000 residents of Downtown Los Angeles.

For these reasons, **we strongly and specifically urge approval of the Locally Preferred Alternative**. The LPA leverages an existing Metro-owned right-of-way, supports more functional and accessible station placement, and comes at a substantially lower cost than the Hawthorne option. At a moment of constrained public resources and urgent regional need, the LPA is the only alternative that credibly balances speed, cost, constructability, and long-term value. Choosing otherwise would introduce unnecessary delay, risk, and expense.

Los Angeles's 20th-century commitment to auto-dependence has left us with congested streets, polluted air, and limited mobility for those without cars. The task before this Board is to decisively build the infrastructure of the 21st century—one that connects people to opportunity, reduces

reliance on private vehicles, and allows our city to grow sustainably. Advancing the K Line Extension to Torrance through the LPA is not merely prudent policy; it is a necessary step toward a functional metropolitan future.

Accordingly, we respectfully urge the Board to certify the FEIR and approve the Hybrid Locally Preferred Alternative without delay.

We thank you for your leadership and continued commitment to building a more connected Los Angeles for all Angelenos.

Respectfully submitted,

Chapter Chair, Downtown Los Angeles for All
A Chapter of Abundant Housing Los Angeles

District Council 36
AFSCME
We Make California Happen

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3375 E Slauson Ave
Vernon, CA 90058
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Suite 400
San Diego, CA 92108
(619) 640-4939

JANUARY 21, 2026

VIA ELECTRONIC SUBMISSION
Los Angeles County Metropolitan Transit Authority
Board of Directors
1 Gateway Plaza, Mail Stop 99-3-1
Los Angeles, CA 95814

Members of the Board,

On behalf of AFSCME District Council 36 and the Supervisorial Employees of Local 3634, I am writing in support for Strengthening Transit Access and Mobility in the South Bay through the C Line Extension to Torrance Motion authored by Directors Mitchell, Dupont-Walker, and Sandoval. Improving and expanding access to transit is imperative to the working people of the county.

In addition to improving accessibility, this motion will lead to an investment in good union jobs that also ensure worker safety is prioritized. Increasing ridership not only lends to supporting our local economies, but it also helps to give long term employment opportunities that improve the quality of life for public sector working families. With these intentions, it is our hope that these positions created are fully protected. We would also like to express our opposition to PPP and are willing to discuss our position with the directors.

In Solidarity,

[redacted]

Matthew A. Maldonado
Executive Director
AFSCME District Council 36

CC: Veronica Gunn
Al Cromer

Los Angeles County Metro Board
1 Gateway Plaza
Los Angeles, CA 90012

January 21, 2026

Subject: Support Item 11 reaffirming Hybrid Local Alternative Route on Existing ROW; Oppose Item 11.1

Dear Chair Dutra and LA County Metro Board members,

On behalf of Abundant Housing LA, I write in strong support of the staff-recommended Hybrid LPA for the C/K Line Extension to Torrance. Our organization is deeply concerned about a last-minute push to reject the Locally Preferred Alternative that the Metro Board selected a year and a half ago, in favor of a much more expensive route.

If the Metro board were to adopt the new motion, Metro would reopen the environmental review process, setting the project back years, if not killing it altogether. Worse, the ballooning cost would come at the expense of other important projects across the region. The equity implications of this new motion are profound, as a change in direction at this juncture would sacrifice a billion dollars in investments badly needed elsewhere.

By contrast, the Hybrid LPA, selected by the Board in 2024 and refined in the FEIR, uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter. It connects to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear path to construction. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA has support by the City of Torrance, and dozens of local community, business, and labor organizations, in addition to mobility and housing organizations, like Abundant Housing LA.

The Hybrid LPA will allow Los Angeles to move forward, and we respectfully urge your support of Item 11 and ask for your opposition to Item 11.1.

Sincerely,

[redacted]

Scott Epstein
Director Policy and Research
Abundant Housing LA

LEAGUE OF WOMEN VOTERS® OF LOS ANGELES COUNTY

October 14, 2025

Dear Members of the Los Angeles Metro Board,

The League of Women Voters of Los Angeles County strongly supports the C/K Line Extension to Torrance. We are writing to urge you to approve the board-identified Locally Preferred Alternative, certify the Final Environmental Impact Report (FEIR) and adopt in accordance with the California Environmental Quality Act (CEQA) the findings of fact and the Mitigation Monitoring and Reporting Plan (MMRP).

This extension would directly link the 3rd (Torrance-Carson) and 4th (LAX) largest job centers in Los Angeles County. Transfer to the E Line extends the reach to the 2nd largest (DTLA) job center. When the Sepulveda Corridor line reaches Metro LAX station or K line northern extension reaches Wilshire (Phase 1), the South Bay will have a fast, grade-separated rail trip to the Westside. All four of the largest job centers in Los Angeles County would be linked by rail. For the sustainability and economic vitality of the region, we simply must proceed with this project.

LWV California Transportation Policy supports transit that lowers vehicle miles traveled (VMT), is efficient, convenient, cost-effective; is safe and secure; serves all segments of the population and diverse geographic needs; minimizes harmful effects on the environment; and is integrated with land use. Additionally, LWV California Climate Change Action Policy supports a clean, sustainable low-carbon energy economy that includes all forms of transportation infrastructure and land use policies that reduce automobile dependence.

This project would support all of those goals. A mass transit network of regional importance should not be subject to vetos for each segment. Please certify the FEIR and approve the Locally Preferred Alternative.

Thank you,

[redacted]
Margo Reeg
President
League of Women Voters of Los Angeles County

[redacted]
Therese Neustaedter
President
League of Women Voters of the Beach Cities

[redacted]
Mary Ellen Barnes
President of Record
League of Women Voters of Palos Verdes Peninsula

[redacted]
Deepti Kannapan
President
League of Women Voters of Torrance Area

ROBERT PULLEN-MILES
Mayor

CITY OF LAWNDALE

Office of the Mayor

January 20, 2026

VIA ELECTRONIC MAIL ONLY

The Honorable Chair Fernando Dutra
Honorable Board of Directors
Los Angeles Metropolitan Transportation Authority (Metro)
Office of Board Administration
One Gateway Plaza, Mail Stop 99-3-1
Los Angeles, CA 90012

By Email: BoardClerk@metro.net

RE: Metro C Line (Green Line)/ K Line Extension to Torrance Project
January 22, 2026 Metro Agenda

Item 11 #2025-0818 – OPPOSE (the Board selected Locally Preferred Alternative – LPA)

Item 11.1 #2026-0037 – SUPPORT (Approve the Hawthorne Option)

Dear Chair Dutra and Honorable Board of Directors:

I am writing to affirm my support for the **Hawthorne Boulevard Alignment route option**, which I believe represents a safer and more viable route for commuters to and from the South Bay region of Los Angeles County.

Metro's Locally Preferred Alternative would result in hundreds of trains operating daily, at grade, through narrow residential neighborhoods and in close proximity to homes and schools within Lawndale and Redondo Beach. This approach would produce increased noise, air pollution, and safety risks, while eliminating valued green space that residents rely upon and enjoy. In contrast, the Hawthorne Boulevard route better advances regional transportation objectives by providing alternative travel options, improving connectivity between local and regional transit systems, and supporting greenhouse gas emission reduction initiatives.

In addition, I respectfully request that Metro establish a Business Interruption Fund for the Project and expand construction mitigation programs to support and assist businesses located along Hawthorne Boulevard during and after construction. These measures will be essential in preserving economic vitality and reducing construction related impacts on locally owned businesses along the corridor.

I submit this letter as my official position and support for the Hawthorne Boulevard Alignment route option. I affirm my commitment to work collaboratively with my Council colleagues, city staff, Metro, and project partners to expedite approval processes, advocate for additional funding, and support the successful implementation of the Hawthorne Boulevard Alignment route option for the good of City residents and businesses.

Sincerely,

[redacted]

Robert Pullen-Miles
Mayor
City of Lawndale

Disclaimer: The contents of this letter do not necessarily reflect the position of the Lawndale City Council.

Aleshire & Wynder

John Fox | JFox@awattorneys.com
p (310) 527-6660 | awattorneys.com

January 21, 2026

VIA E-MAIL (BoardClerk@metro.net)

The Honorable Fernando Dutra, Chair
Metro Board of Directors
Attn: Board Administration
One Gateway Plaza MS: 99-3-1
Los Angeles, CA 90012

Re: Item (11) METRO BOARD OF DIRECTORS AGENDA C LINE EXTENSION TO TORRANCE PROJECT FINAL ENVIRONMENTAL IMPACT REPORT CERTIFICATION FOR THE C LINE PROJECT (SCH#2021010269)/CITY OF LAWNDALE COMMENTS – **LAWNDALE COMMENTS AGAINST STAFF RECOMMENDATION**

Dear Chair Dutra and Metro Board of Directors:

On behalf of the City of Lawndale (the "City" or "Lawndale"), Aleshire & Wynder LLP, as the City's retained special counsel in this matter, respectfully submits this letter in opposition to the proposed certification of the Final Environmental Impact Report, State Clearinghouse No. 2021010269 (FEIR) for the C Line Metro extension to Torrance ("Project") under the California Environmental Quality Act (Pub. Resources Code § 21000 *et seq.,* ["CEQA"]) and the recommendation to the Board to approve the "Locally Preferred Alternative" as set forth in Item 11 for the January 22, 2026 Board meeting. This letter does not address the proposal for the selection of the Hawthorne Alignment set forth in Agenda Item 11.1. Lawndale respectfully objects to the FEIR as currently prepared because it is legally flawed as it does not properly and adequately identify, analyze, and mitigate the Project's significant environmental impacts on the Lawndale community.

Metro's responses in the FEIR to the City's detailed comments on the Draft Environmental Impact Report ("DEIR") ("Submission 22" – Letter dated March 27, 2023 attached as Exhibit "A"), along with the findings in the Statement of Overriding Considerations ("FSOC") and the proposed Mitigation Monitoring and Reporting Program ("MMRP"), fail to resolve fundamental deficiencies in the FEIR's analysis, identification, and mitigation of significant impacts across several environmental areas of public concern such as (1) NEPA applicability (including improper segmentation); (2) Air Quality (DEIR, § 3.4); (3) Greenhouse Gas Emissions ("GHG")(DEIR, § 3.5); (4) Noise/Vibration (DEIR, § 3.6) and (5) Aesthetics (DEIR, § 3.3).

The FEIR's baseline analysis is legally deficient because it characterizes Project operations as a mere continuation of existing rail activity, thereby obscuring the fact that increasing rail frequency from approximately two freight trains per day to over 200 light rail crossings constitutes a distinct and substantial physical change to the environment. This inaccurate baseline analysis causes the FEIR to underestimate the Project's significant environmental impacts, including the disruption of neighborhood connectivity, the deterioration of community cohesion, the unmitigated loss of valued recreational resources, and the significant and ongoing noise and vibration impacts of constant rail activity mere feet from residential homes. **Before voting on Item 11, the City strongly encourages each Board Director to visit the portion of the proposed Right of Way that runs through and splits a peaceful residential neighborhood in Lawndale to fully appreciate the permanent and significant impacts the exponential increase in train trips through the neighborhood will have on this neighborhood.**

Separately, Metro's growth-inducing and cumulative impacts discussion is now legally flawed in light of newly enacted state legislation that has transformed development standards for properties within a one-half mile of a major transit stop ("TOD Stop") and new precedent setting case law. As the Fourth District Court of Appeal (decided October 2025), in *Save Our Access v. City of San Diego* (2024), CEQA requires an agency to analyze the "physical conditions" that will foreseeably result from a project's approval, particularly when a change in development standards creates a reasonable likelihood of denser or taller structures (14 Cal. 5th 311,338–39). The removal of a height limit was held to be a distinct physical change requiring analysis of how taller buildings might alter air dispersion and community character. (*Save Our Access*, supra, at 338-339). Here, the enactment of Senate Bill 79 ("SB 79")[1] (signed October 10, 2025) eliminates any plausible claim that significant changes in transit-adjacent development patterns are speculative. **Qualifying SB 79 projects will now proceed through state-mandated ministerial, non-discretionary approvals, with no environmental review.**

There will be no meaningful subsequent project-level environmental review and/or requirement that TOD developments conform with local zoning regulations as the DEIR suggests will occur in the Transportation (DEIR, § 3.1) and Land Use (DEIR, § 3.2) sections. The FEIR must therefore analyze the Project's growth-inducing effects and

[1] SB 79 (Gov. Code, §§ 65912.155–65912.162) mandates ministerial approval for high-density housing near "major transit stops," defined under Pub. Resources Code § 21064.3 to include the proposed C Line rail stations. For "Tier 2" stops, the approval radius is one-half mile in cities with populations ≥35,000, and 1/4 mile in cities <35,000. While SCAG's "Connect SoCal 2024" forecast projects Lawndale's population to remain below 35,000 through 2050 (est. ~34,800), this linear projection fails to account for the induced growth SB 79 itself will trigger once rail service begins. In contrast, Redondo Beach (est. ~71,800) and Torrance are already well above the 35,000 threshold, immediately activating the wider one-half mile upzoning radius.

cumulative impacts now, as these potentially significant impacts from ministerially approved large development projects will not be environmentally assessed in the future.

The following list outlines the City's comments and concerns in more detail.

1. **General Comments:** The FEIR's responses to the City's comments (FEIR § 5.3 Responses to Public Agencies, Submission 22), FSOC, and proposed MMRP remain legally insufficient. The FEIR remains legally inadequate because agency responses to Lawndale's detailed comments do not cure core CEQA defects. Several key mitigation approaches remain either premised on an inaccurate baseline, improperly segmented from related actions, or deferred in a manner that prevents informed public decision-making.

   The FEIR's baseline analysis is particularly flawed because it minimizes the Project's real-world severance effects by characterizing existing ROW use solely through its legal freight designation, rather than the actual physical conditions and community use patterns described by the City. The FEIR further continues to piecemeal review by treating the Project as having "independent utility" while avoiding analysis of the Project's functional role in the broader rail network and the localized cumulative burdens that will concentrate in Lawndale.

   In addition, the FEIR's NEPA/funding analysis relies on a current proposal framing that disregards the Project's substantial funding gap and the reasonably foreseeable need for federal funding and attendant federal review. This approach risks improper segmentation of environmental review and financing strategy.

   The FEIR also fails to adequately address aesthetic and lighting impacts (including the corridor's existing greenbelt function and potential dynamic lighting effects), and it improperly defers key construction planning (including the Construction Traffic Management Plan), depriving Lawndale and the public of the ability to evaluate neighborhood ingress/egress and safety impacts.

   Finally, Metro's noise and vibration analysis remains deficient because it fails to provide clear disclosure not only of the maximum levels of noise associated with construction and operation but also the sudden increases in noise levels over ambient noise levels from the construction and operation of the Project which interrupt sleep patterns,disrupt daily activities and foreseeably result in long term health effects on those exposed to this constant noise.

   The image below illustrates the exceptionally close proximity of the rail alignment and demonstrates how the frequent daily train movements would occur

immediately next to homes. The DEIR's reliance on averaged noise thresholds and modeling assumptions materially understates the real-world intensity, frequency, and significance of operational noise impacts at this location.

Figure 1: Intersection of 170th Street/Metro ROW in Lawndale, CA

Furthermore, the DEIR acknowledges that frequent light-rail operations through residential portions of the corridor will generate ongoing wheel–rail noise, propulsion noise, braking noise, and repetitive pass-by events throughout the day and evening, with sensitive receptors evaluated based on predictive modeling rather than site-specific verification (DEIR §3.6-2.2.3, pp. 3.6-18 to 3.6-21). Soundwalls are proposed only along limited segments of the alignment and expressly terminate where geometric and access constraints exist, including at the 170th Street and 182nd Street crossing areas, leaving nearby residential clusters exposed to unattenuated rail noise (DEIR p. 3.6-101).

Although the FEIR includes corrections and design refinements, it does not revise the operational noise modeling methodology or demonstrate that mitigation measures will reduce corridor-wide operational noise below applicable FTA significance thresholds (FEIR, Ch. 4, Corrections and Additions, pp. 4-37 to 4-38). CEQA does not permit reliance on uncertain or incomplete mitigation to support a less-than-significant impact finding (*Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296, 307–309), nor may an agency assume mitigation effectiveness without substantial evidence demonstrating that impacts will in fact be reduced below significance (*Communities for a Better Environment v. South Coast AQMD* (2010) 48 Cal. 4th 310, 322–323).

Accordingly, substantial evidence in the administrative record supports the conclusion that operational noise impacts will remain significant and ongoing along the corridor, and the mitigation framework identified in the DEIR and FEIR is inadequate to ensure compliance with CEQA over the life of the project.

Finally, the air quality and GHG analyses improperly lean on regional modeling assumptions that do not substitute for disclosure and mitigation of localized construction-period health risks and foreseeable changes in development intensity and building form.

1.1 **Baseline Conditions**: The FEIR continues to not adequately address or establish accurate baseline conditions as to environmental subjects throughout the entire FEIR; this failure to not appropriately characterize and analyze existing baseline conditions thwarts CEQA's statutory mission to analyze and disclose significant environmental changes so that a lead agency may appropriately and legally mitigate significant environmental impacts. Without accurate baseline conditions, the veracity and validity of subsequent environmental analysis is compromised. Specifically, Metro's response to Lawndale's concerns regarding Impact 3.2-4.1 (Divide an Established Community) is legally deficient because it relies on baseline conditions that ignore the physical reality documented in Lawndale's comment letter. As noted in Lawndale's comment (Submission 22, Comment 22-2) the increase in the number/frequency of rail interruptions is significant; the FEIR states that the Project would not physically divide the community because rail crossings are only occasional and there are still opportunities to cross at Manhattan Beach Boulevard, between Inglewood Ave and Firmona Avenue. However, the current physical baseline is a connected community where the ROW functions as accessible recreational and open space connecting the east and west sides of the City (Submission 22, Comment 22-115). Metro's response (FEIR 5.2-10, MR-10 Changes to Community Character) dismisses the recreational and open space use of the community as merely an unauthorized use.

CEQA requires that baseline conditions reflect current operations not merely legal use or what theoretically should occur. Courts have long held that the CEQA baseline must reflect "existing physical conditions," not legal entitlements. (*Communities for a Better Environment*, supra, 48 Cal.4th at pp. 322–323.) Furthermore, as Lawndale pointed out regarding the disruption of "day-to-day recreational features" (Submission 22, Comment 22-31*), Fat v. County of Sacramento* (2002) 97 Cal. App. 4th 1270 holds that even unpermitted or "illegal" historical uses constitute the valid

environmental baseline. By characterizing the ROW solely by its legal freight designation rather than its actual recreational function, Metro creates a baseline that artificially erases the project's significant impact: the physical severance of a community that is currently connected, and the degradation of important recreational and cultural resources.

1.2 **Improper Piecemealing**: By relying solely on Southern California Association of Government's ("SCAG's") regional growth projections to analyze potential development and cumulative impacts, the FEIR avoids analyzing the localized cumulative burden of constructing and operating this segment simultaneously with connecting projects. The recent passage of SB 79 fundamentally alters this analysis. The new stations are now crucial functional elements of a larger development scheme mandated by state law.

The new proposed light rail stations serve as the legal trigger for SB 79's applicability. Without them, the ministerial approval provisions do not apply. This creates precisely the situation courts have identified as improper segmentation: where the reviewed project "legally compels or practically presumes completion of another action." (*Banning Ranch Conservancy v. City of Newport* (2012) 211 Cal. App. 4th 1209, 1224.) The C Line extension is no longer merely transportation infrastructure; it is the catalyst that activates mandatory housing densification under state law. Metro's current approach impermissibly "chopped a large project into many little ones" to minimize apparent environmental impacts, a practice explicitly prohibited by *Bozung v. Local Agency Formation Com.* (1975) 13 Cal. 3d 263.

1.3 **NEPA Applicability**: Artificially separating the project from likely federal funding to avoid federal scrutiny constitutes improper segmentation. Lawndale's Submission 22 raised legitimate concerns regarding federal funding and NEPA compliance. Metro's dismissal of NEPA applicability (Response to Submission 22, Comment 22-8) rests on a precarious "current proposal" argument that contradicts the Project's financial reality. The response asserts NEPA does not apply because "no federal agency currently holds discretionary authority" and the project is funded by local/state sources. However, there continues to be a significant funding gap; project costs exceed $1.96 billion while secured local/state funding is approximately $900 million (Response to Submission 22, Comment 22-11). Given that Metro previously sought federal funding for this very corridor (Response to Submission 22, Comment 22-10) and has a demonstrated history of pivoting to federal grants to close such gaps, it is reasonably

foreseeable that federal funding (and thus NEPA oversight) will be required. By finalizing the EIR without an EIS component, Metro is effectively segmenting the financial and environmental review process to avoid federal scrutiny now, only to likely seek it later. This violates the spirit of transparency required by CEQA and creates a risk that the "cost-effective" project objective (Response 22-12) is being pursued via a defective environmental clearance strategy. Uncertainty here creates a gap in environmental analysis.

1.4 **Aesthetics/Visual Impacts**: CEQA Guidelines § 15064.7 requires a lead agency to conduct a threshold analysis to determine the significance of an environmental impact; the analysis is required to be supported by substantial evidence and to reflect the full scope of a project's potential environmental impacts. By dismissing the corridor's established greenbelt function and local scenic value, the "Aesthetics" threshold analysis in Section 3.3 of the DEIR is fatally flawed. As a result of this omission, the FEIR fails to meet its obligation to identify, study, and mitigate significant aesthetic impacts arising from the Project.

1.4.1 **Local Regulations:** (DEIR, § 3.3-1.3) The FEIR fails to demonstrate how the Project meets the City of Lawndale's policies and regulations regarding open space and recreational resources. The RSA as depicted, does not adequately identify or evaluate existing conditions of open space currently used by residents for recreation. The FEIR also omits key points of interest along the existing right-of-way that support walking, biking, and other recreational activities. As a result, the analysis improperly narrows the significance threshold which ignores how project-related changes could disrupt these recreational uses. For example, the proposed walking path would alter or interfere with day-to-day recreational activities currently enjoyed by Lawndale residents. Lawndale's General Plan and policies emphasize the protection of the City's limited recreational spaces as essential to residents' quality of life, yet the FEIR fails to assess whether the Project would significantly diminish these functions, in violation of CEQA Guidelines § 15064.7 and its requirement to analyze environmental impacts based on substantial evidence.

The FEIR asserts that "because the greenway is not specifically protected by any applicable local general plans, planning and zoning codes, or other regulations, this greenway is not considered to be a visual resource." (DEIR, § 3.3-22)

This conclusion and any resulting analysis is inadequate. The FEIR fails to recognize that Lawndale's General Plan Open Space Element explicitly applies to this corridor and that the greenway provides both aesthetic value and opportunities for recreational activity. By disregarding these functions, the FEIR applies an overly narrow threshold of significance that improperly excludes a vital visual and recreational resource. Under CEQA Guidelines § 15064.7 the finding that an impact is insignificant must be based on substantial evidence and account for environmental impacts. By dismissing the greenway solely because it lacks formal protection, the FEIR fails to meet this standard.

1.4.2 **Unaddressed Open Space Areas**: The FEIR fails to adequately assess potential aesthetic and recreational impacts associated with the proposed elevated rail structure and freight track along the existing railway corridor, which is identified in Lawndale's General Plan Open Space Element as open recreational space. The analysis does not account for the fact that the corridor currently has no overhead wires, abundant vegetation, and accessible space that residents use for recreation. Adding the light rail system, along with ancillary structures and the overhead wires, will significantly impact the aesthetics of 11.04 acres of recreational land within Lawndale. By failing to recognize the corridor's open-space and recreational functions, the EIR's inadequately overlooks the Project's potential significant aesthetic and recreational impacts.

Therefore, to the extent Metro holds that "visual impacts in urbanized areas are assessed based on the potential of a project to conflict with applicable zoning and other regulations governing scenic quality" (DEIR § 3.3, p. 3.3-59), the FEIR fails its own stated standard. As demonstrated in the examples above, visual impacts to Lawndale recreation areas directly conflict with the City's General Plan Open Space Element, leaving the FEIR's analysis thereof legally insufficient. By relying solely on regulatory compliance as a threshold of significance, the EIR applies an improperly narrow standard that ignores substantial evidence of environmental effects.

1.4.3 **Light/Glare Impacts:** The FEIR fails to adequately assess aesthetic impacts associated with issues of light and glare from Project

operations and applies an improperly narrow threshold of significance.

The FEIR relies on a comparison between existing stationary light sources at the Redondo Beach (Marine) Station and the proposed Project, concluding that the Project would not generate substantial glare because the existing station does not. This comparison is conclusory, over-generalized, and fundamentally flawed. It ignores the dynamics of moving rail vehicles, which produce strobing reflections across unmitigated surrounding surfaces. The FEIR does not model or analyze these dynamic strobe-light effects, which could significantly affect recreational areas and greenbelt corridors by creating visual discomfort and interfering with the use and enjoyment of these spaces.

Similarly, the FEIR fails to address the introduction of lighting from rail vehicle headlights, which will impact certain residences, street vehicles, surrounding businesses, and public recreational areas. Maintenance lighting is similarly unexamined beyond the unsupported assertion that it will comply with unspecified Metro design standards. No evidence or modeling is provided to substantiate these claims.

While the DEIR observes that shade and shadow patterns from Project-related structures "would change throughout the day and seasonally," and notes that such changes could create "adverse shadow impact" to recreational facilities; there is no mention of impacts to surrounding street, pedestrian, residential or other viewsheds. (DEIR, § 3.3, 3.3-7.1) The failure to assess both stationary and dynamic lighting impacts in the context of existing recreational and greenbelt uses demonstrates that the thresholds of significance applied are too narrow and ignore substantial evidence of potential aesthetic impacts. Nor does the FEIR identify or analyze structures that may pose undeviating areas of shadow over adjacent streets, thoroughfares, or buildings (including residences).

1.5 **Noise Impacts**: The DEIR's analysis of construction and operational noise and vibration impacts is legally flawed and fails to clearly disclose the nature and extent of the project's significant noise and vibration impacts upon sensitive receptors and uses.

For impacts related to construction noise, the analysis focuses on maximum noise levels; "For residential uses the threshold is 90 dBA for daytime construction and 80 dBA for nighttime construction. Commercial and industrial uses are held to a 100-dBA daytime and nighttime noise construction threshold." (DEIR, § 3.6, pg. 3.6-32). However, to comply with CEQA, the noise analysis must not merely focus on maximum noise levels but also must determine if the increases in noise levels from ambient levels separately create significant impacts. (*King & Gardiner Farms*, *LLC v. County of Kern* (2020) 45 Cal. App. 5th 814, 894.) Furthermore, the analysis of the potential health impacts from construction noise is legally inadequate.

The following is the entirety of the analysis:

> "*Regarding health effects of noise, it is unlikely for construction noise to result in noise-induced hearing loss for persons residing or working near construction zones, as this is an occupational hazard related to working over long periods of time (years) in high noise environments. However, construction noise could increase stress at affected sensitive uses*." (DEIR, § 3.6, p. 3.6-34.)

With regard to the potential impacts on hearing as a result of these significant and unavoidable construction noise impacts, the analysis dismisses impacts on hearing of sensitive receptors because, "this is an occupational hazard related to working over long periods of time (years) in high noise environments." (DEIR, § 3.6, p. 3.6-34.) This project will require "years" to construct. (DEIR, § 3.6, p. 3.6-31 ["*Construction of the Proposed Project would take place over the course of approximately five years*"].) Accordingly, sensitive receptors will be exposed to the excessive levels of construction noise for years. Finally, with regard to stress the analysis addresses it in a single sentence: "However, construction noise could increase stress at affected sensitive uses." No analysis is provided to discuss what would cause the stress and how stress can result in physical symptoms. This same level of health risk analysis is repeated throughout DEIR Section 3.6 (see DEIR, § 3.6, pp. 3.6-43 [Trench Option], 3.6-46 [Hawthorne Option], 3.6-48 [Operational Impacts]). This truncated analysis of a Projects potential health effects was rejected by the Supreme Court in *Sierra Club v. County of Fresno* (2018) 6 Cal. 5th 502, 522, 527.

By way of example, public health research demonstrates that transportation noise, including rail noise, may cause adverse health effects at levels well below those associated with permanent hearing damage. Contrary to the DEIR's cursory treatment, the health impacts of noise exposure are not limited to occupational hearing loss but include well-documented non-auditory effects such as sleep disturbance, chronic stress responses, and increased cardiovascular risk. Large-scale epidemiological research has found that repeated exposure to transportation noise disrupts sleep continuity and efficiency, triggers physiological stress responses such as an increase in stress hormones such as cortisol, and contributes to adverse cardiometabolic effects, including elevated blood pressure and hypertension. (See Münzel et al., *Transportation Noise Pollution and Cardiovascular Disease*, *Circulation Research* (2024)[2]; Wicki et al., *Associations of Exposure to Transportation Noise with Sleep and Cardiometabolic Health*, *Environmental Research* (2025)[3]). Railway-specific noise exposure has likewise been associated with increased hypertension risk in residential populations subjected to chronic rail noise events. (See Sørensen et al., *Exposure to Road Traffic and Railway Noise Linked to Elevated Blood Pressure*, *Environmental Health* (2011)[4]). These effects arise from the frequency, predictability, and duration of noise events rather than from peak sound levels alone, making them particularly relevant to residential receptors adjacent to a high-frequency light-rail corridor.

The DEIR dismisses potential hearing impacts on the ground that such effects are an occupational hazard associated with long-term exposure in workplace environments (DEIR, § 3.6, p. 3.6-34), yet simultaneously acknowledges that construction of the Project would occur over a period of approximately five years (DEIR, § 3.6, p. 3.6-31), during which nearby residents would experience sustained exposure to elevated construction noise. With respect to non-auditory health impacts, the DEIR limits its analysis to a single conclusory statement that construction noise "could increase stress at affected sensitive uses," without explaining the mechanisms by which stress occurs or disclosing its reasonably foreseeable physical consequences, including sleep disruption and cardiovascular strain (DEIR, § 3.6, p. 3.6-34). This incomplete discussion is repeated throughout the analysis of construction and operational noise impacts for the Trench Option, the Hawthorne Option, and long-term rail

[2] https://www.ahajournals.org/doi/epub/10.1161/CIRCRESAHA.123.323584
[3] https://www.sciencedirect.com/science/article/pii/S0013935125010564?via%3Dihub
[4] https://link.springer.com/article/10.1186/1476-069X-10-92

operations (DEIR, § 3.6, pp. 3.6-43, 3.6-46, 3.6-48), despite extensive scientific evidence confirming that chronic exposure to transportation noise produces measurable adverse health outcomes in residential settings.

CEQA requires more than a passing acknowledgement that noise may cause stress; it requires a reasoned analysis that meaningfully discloses the nature and severity of a project's reasonably foreseeable health consequences (*Sierra Club v. County of Fresno*, *supra*, 6 Cal. 5th at pp. 522, 527). By failing to address these well-established health risks, the DEIR understates the true severity and duration of the Project's noise impacts and deprives decision-makers and the public of the information necessary to fully evaluate those impacts under CEQA.

1.5.1 **"Quiet Zones" (MM-NOI-4):** The DEIR's conclusion that operational noise impacts will be mitigated relies improperly on the establishment of "Quiet Zones," a process Metro admits is entirely outside its control. The DEIR classifies the "Quiet Zone Equipment Installation" (PF-NV-1) as a feature "contingent upon future CPUC authorization" and acknowledges that the actual establishment of the zones requires the Cities of Lawndale, Redondo Beach, and Torrance to successfully petition the Federal Railroad Administration (FRA). (DEIR, § 3.6, p. 3.6-21.) Mitigation Measure MM-NOI-4 merely requires Metro to "cooperate" with these cities to "provide support and guidance," but fails to provide a back-stop if the FRA denies the application. (DEIR, § 3.6, p. 3.6-102.) CEQA prohibits reliance on mitigation measures that depend on the uncertain actions of third-party agencies. By Metro's own admission, if these third parties do not or cannot implement the Quiet Zones, the Project's noise impacts will remain "significant and unavoidable." (DEIR, § 3.6, p. 3.6-64 [conceding that if "local jurisdictions do not apply for a quiet zone...the impact would be significant and unavoidable"].)

Consequently, the FEIR cannot legally rely on MM-NOI-4 to support a finding of mitigation feasibility when the "essential element" of the measure is speculative and unenforceable by Metro.

1.5.2 **Sound walls (MM-NOI-2)**: While MM-NOI-2 prescribes the construction of extensive sound walls to dampen noise levels, the DEIR fails to analyze the secondary environmental impacts (specifically visual blight and community severance) caused by these structures. The DEIR identifies over a dozen distinct locations for

these walls, including "edge-of-track" barriers running continuously between residential streets such as 164th and 170th Street. (DEIR, § 3.6, p. 3.6-101, Table 3.6-26.) Although the DEIR briefly mentions that "materials, color, landscaping... would also be integrated... to minimize dominance and scale," this passing reference serves as a concession that the walls *will* possess a dominant scale potentially incompatible with the neighborhood character. (DEIR, § 3.6, p. 3.6-97.) A promise to merely "minimize" dominance through future design choices does not constitute a valid impact analysis. In fact, the sound walls will destroy the use of this area for any passive recreational uses currently available to families living in this residential area transacted by the rail right of way. The FEIR must study whether erecting permanent physical barriers through the heart of the community creates a significant new aesthetic impact or physically divides an established community, rather than deferring this critical analysis to the "final design" phase where public scrutiny is absent. (DEIR, § 3.6, p. 3.6-100.)

1.6 **Vibration Impacts:** Operational vibration mitigation measures remain legally and technically inadequate because they are largely deferred, lack enforceable, receiver-specific commitments, and rely on unproven assumptions about future performance reductions. The DEIR acknowledges that, absent mitigation, operations would exceed FTA vibration-annoyance criteria at a "total of 267 residences." (DEIR, § 3.6, p. 3.6-93.) Specifically, the analysis reports worst-case operational vibration levels reaching 93 VdB for light rail and 88 VdB for freight in affected segments. These are levels far exceeding the applicable residential thresholds of 72 VdB for frequent light rail events and 80 VdB for infrequent freight events. (DEIR, § 3.6, pp. 3.6-93, 3.6-94 [Table 3.6-23, Table 3.6-24].) Yet, the FEIR's proposed operational mitigation (MM-VIB-4 Low Impact Frogs; MM-VIB-5 Resilient Fasteners; MM-VIB-6 Ballast Mats) is framed merely as a future possibility that "could provide a combined vibration reduction of up to 15 VdB," rather than a demonstrated, site-specific performance commitment ensuring that each affected Lawndale residence will actually be reduced below the significance threshold. (DEIR, § 3.6, p. 3.6-94.)

Metro seeks FEIR certification without disclosing the specific efficacy of mitigation at impacted locations, stating instead that a "site-specific Detailed Vibration Assessment" will be conducted only after project approval to "confirm" impacts. (DEIR, § 3.6, p. 3.6-3.) This deferral is critical because

the DEIR admits that 133 residential structures face significant vibration damage risks during construction alone, yet Metro offers no evidence *now* that the deferred measures will work for these specific older homes. (DEIR, § 3.6, p. 3.6-88.)

By postponing the "Detailed Assessment" until after the environmental review process is complete, Metro denies the public and decisionmakers the ability to evaluate whether the promised measures (MM-VIB-4 through MM-VIB-6) are actually feasible or sufficient to reduce vibration to less-than-significant levels, failing to provide the substantial evidence required by CEQA to support a finding of mitigation effectiveness. (DEIR, § 3.6, p. 3.6-94.)

1.7 **Air Quality Impacts During Construction/and Operations:** The FEIR improperly uses regional VMT reductions to "net out" acute, localized public health risks from diesel particulate matter (DPM) during the 6-year construction window. The DEIR acknowledges that construction will last from "spring 2027" to “early 2023,” exposing Lawndale residents to six years of heavy-duty diesel exhaust. (DEIR, § 3.4, p. 3.4-16.) While the analysis identifies diesel particulate matter (DPM) as the "primary driver of ambient carcinogenic risks" in the basin (DEIR, § 3.4, p. 3.4-23), it improperly dismisses these acute, localized construction risks by pointing to the Project’s long-term regional benefits. Specifically, the DEIR relies on the "elimination of passenger vehicle trips" and regional VMT reductions years in the future to categorize the Project as a "sustainable transportation project," effectively allowing these hypothetical future regional benefits to mask the significant, near-term health risks imposed on local residents. (DEIR, § 3.4, pp. 3.4-19, 3.4-53.) CEQA requires a distinct analysis of short-term construction impacts; Metro cannot "net out" the actual cancer risk posed to a child living next to the construction zone today with a theoretical regional emission reduction realized a decade from now.

1.7.1 **Reliance on Zero-Emission Trucks:** Reliance on "feasible" zero-emission trucks without a mandatory backup plan constitutes a failure to mitigate significant impacts. The DEIR’s conclusion that construction health risks will be "less than significant" rests entirely on the assumption that contractors will comply with the Metro Green Construction Policy. (DEIR, § 3.4, p. 3.4-23.) However, this policy is riddled with unenforceable loopholes, requiring the use of Tier 4 off-road equipment and grid-based electric power only "where feasible." (DEIR, § 3.4, p. 3.4-9.) The DEIR fails to define "feasible" or provide

a mandatory backup plan (such as reduced daily activity limits or alternative fuel requirements) if a contractor claims that zero-emission or Tier 4 equipment is commercially unavailable. By relying on a mitigation measure that allows the contractor to opt-out based on their own determination of feasibility, Metro fails to ensure that the significant DPM emissions identified in the analysis will in fact be mitigated.

1.7.2 **Foreseeable Development Impacts on Air Quality**: In *Save Our Access*, the court held the City failed to analyze how taller buildings could interact with air flow or atmospheric conditions that dissipate emissions/odors and thus potentially change pollutant concentrations or odor effects especially where the earlier modeling assumed lower-rise physical conditions. (*Save Our Access*, supra, at 338).

The dramatic increases and building height development standards and subsequent likely development of taller buildings should be analyzed. The Court held CEQA analysis cannot ignore the distinct physical consequences of taller buildings, including altered air dispersion/atmospheric interactions, as well as potentially greater construction and operational emissions from more intensive construction methods and building form.

1.8 **Green House Emissions Impacts**: The DEIR's analysis of Greenhouse Gas (GHG) emissions is fundamentally flawed because it fails to account for the reasonably foreseeable indirect impacts of increased building heights and density that will be enabled by the Project. The DEIR presumes that because the Project itself is a transit extension, it will automatically result in a net reduction of emissions through VMT displacement. However, this "net benefit" calculation ignores the substantial construction and operational emissions associated with the transit-oriented development (TOD) that the Project is explicitly designed to catalyze. Courts have held that an agency cannot postpone ("tier" or defer) CEQA review of the reasonably foreseeable environmental effects of allowing substantially taller buildings when the agency already has enough information to evaluate those effects at the program stage. Even if overall allowed dwelling-unit density remains the same, increased height changes the physical development pattern in ways that can create distinct impacts (e.g., noise, air quality, biology, geotechnical conditions), so those potential impacts must be disclosed and analyzed before project approval rather than left to

later, site-specific review. (*Save Our Access v. City of San Diego* (2025) 115 Cal. App. 5th 388, 414–415.)

Additionally, by failing to quantify the GHG impacts of the physical "change in the environment" (taller buildings, etc.) that the Project will induce, the DEIR underestimates the cumulative GHG burden on the South Bay region, rendering its "Less Than Significant" conclusion unsupported by substantial evidence.

2. The FEIR's Analysis of Growth-Inducing Impacts and Cumulative Impacts is Now Legally Deficient Due to the Foreseeable Significant Environmental Impacts of SB 79 Transit Development.

2.1 **Requirement to Analyze Growth-Inducing Impacts**: (Pub. Res. Code § 21100(b)(5); 14 Cal Code Regs §15126(d)). An EIR must discuss "the ways" in which the project could directly or indirectly foster economic or population growth or the construction of new housing in the surrounding environment. (14 Cal Code Regs § 15126.2(e)). SB 79, signed into law by Governor Newsom on October 10, 2025, mandates streamlined/by right approval for housing developments of five or more units within half-mile of a major transit stop as defined in Pub. Res. Code § 21064.3, requiring minimum densities of 30 dwelling units per acre with heights up to 95 feet for Tier 1 stops and 65 feet for Tier 2 stops.[5] SB 79 effectively transforms light rail stops into triggers for by-right, high-density development, that need not be consistent with the a city's general plan or zoning, thus dramatically altering the regulatory framework as it relates to a lead agency's obligation to analyze cumulative environmental impacts of foreseeable development and growth-inducing impacts.

2.2 **Foreseeable Development**: Caselaw requires that where infrastructure serves as "a catalyst for further development," agencies must comprehensively analyze all reasonably foreseeable growth-inducing impacts (*City of Antioch v. City Council* (1986) 187 Cal. App. 3d 1325), and that projects providing capacity beyond immediate needs trigger heightened scrutiny under CEQA (*Napa Citizens for Honest Government v. Napa County Board of Supervisors* (2001) 91 Cal. App. 4th 342). The FEIR omits vital analysis of "reasonably foreseeable" and directly induced development

[5] Tier 1 stops include heavy rail stations (e.g., BART or LA Metro B/D Lines) and commuter rail stations served by at least 72 trains per day in both directions, while Tier 2 stops include light rail, bus rapid transit, and commuter rail stations with 48 to 71 trains per day. (Cal. Gov't Code, § 65912.156, subds. (n), (o))

that is virtually certain under SB 79. The FEIR's cursory treatment of growth-inducing impacts is legally insufficient under controlling precedent, including the recent Fourth District decision in *Save Our Access*. This decision is now binding authority, as the California Supreme Court recently denied review and the City of San Diego's request for depublication of the Fourth District's decision on December 30, 2025.

In *Save our Access* the Court of Appeal held that if a lead agency knows that development restrictions will be lifted and significant environmental impacts will result, CEQA requires present analysis of those reasonably foreseeable impacts, and does not permit deferral to hypothetical future project-level review. Metro's assertion that the project does not propose a major infrastructure system extension that could serve as a vector for growth (FEIR § 5.3, Responses to Public Agencies/Submission 22, Comment 22-73; DEIR § 3, 3.16-1 Growth Inducing Impacts at pg. 3.16-3) fundamentally misapprehends both the legal requirements of CEQA to analyze growth-inducing impacts, and the practical reality that the new Redondo Beach Transit Center station will directly trigger streamlined and by right approvals of high-density, high-rise development under SB 79, including on properties within Lawndale's jurisdiction and immediately across the municipal boundary in Redondo Beach.

Properties in Lawndale and Adjacent Redondo Beach Qualify for SB 79 Development, Creating Reasonably Foreseeable Growth

As recently held by the Fourth District Court of Appeal, environmental review must not only address the direct impacts of the project, but also "reasonably foreseeable" growth-inducing effects, including those resulting from changes in development restrictions and incentives (*Save Our Access*, supra, at 338). The FEIR failure to analyze the environmental impacts of SB 79-enabled development is an omission that violates CEQA's core principles.

One of the two new stations as part of the C Line extension will be located adjacent to the South Bay Galleria in the City of Redondo Beach, just west of the City of Redondo Beach Transit Center, and south of Grant Avenue. This transit center is a major multimodal hub, positioned just south of Artesia Boulevard and west of Hawthorne Boulevard, directly serving the South Bay Galleria and surrounding commercial properties.

Lawndale residential neighborhoods and commercial-zoned parcels extending along nearby west-east avenues such as W. 173rd Street and Artesia Blvd. are within a half-mile of the transit center. Within this half-mile radius, there are multiple parcels zoned R-3 (Limited Multiple Residence), and include small apartment complexes and multi-family lots on W. 173rd Street. Additionally, the South Bay Galleria and surrounding properties along Artesia Boulevards are zoned General Commercial (C-3) and are directly adjacent to both the new station and the Lawndale boundary.[6]

Once SB 79 becomes effective, the Redondo Beach Transit center will become a Tier 2 TOD Stop under SB 79. Thus, triggering by right development of 1) up to 65 ft. in height, 100 dwelling units per acre, and 3.0 FAR for parcels within in a half-mile radius of the station, and 2) up to 55 ft. in height, 80 dwelling units per acre, and 2.5 FAR for parcels half-mile radius of the station. Currently, parcels in Lawndale that are within in half-mile radius are zoned R-3 (Limited Multiple Residence) and General Commercial (GC).

Under LMC §17.48.200, R-3 currently has a maximum height limit of 35 ft.; SB 79 will increase the permissible height by more than 57%. R-3 currently permits a maximum density of 17-33 du/acre; SB 79 regulations will increase permissible density by more than 142%. While, the City of Lawndale's population does not yet exceed 35,000, it is likely that the

[6] Figure developed by GTrans in 2023 (https://ridegtrans.com/post-line-3-alert-gtrans-is-moving-to-the-new-redondo-beach-transit-center/)

population of Lawndale will continue to grow and eventually surpass the population of 35,000, thus triggering the development standards of SB 79. For the General Condition (GC) parcels, no commercial building shall exceed a height of two stories (LMC §17.56.030).

Additionally, properties on the Redondo Beach side of the municipal boundary will be subject to SB 79 and eligible for ministerial approval of 55-65 foot buildings at densities of 80-100 units per acre. The current zoning between to the Redondo Beach Transit and Lawndale includes 1) R-1 Single-Family Residential, 2) R-3 Low Density Multiple-Family Residential Zone, 3) RMD Medium Density-Family Residential Zones, and 4) C1 and C-4 Commercial Zones.

The height limit in R-1 Single-Family Residential (RBMC § 10-2.500), R-3 Low Density Multiple-Family Residential Zone (RBMC § 10-2.514), and RMD Medium Density-Family Residential Zones(RBMC § 10-2.516) is 30 feet. Now under, SB-79 the height limit will be 65 ft. in these blocks immediately adjacent to the Redondo Beach Transit Center and Lawndale municipal boundary. This represents an increase in height of more than 116%.

Under RBMC § 10-2.516, the greatest density permissible is in the RMD Medium Density-Family Residential Zones. This zone permits no more than one dwelling unit for each 1,870 square feet of lot area (23.29 du/ac). SB 79 baseline regulations would represent an increase of density of 334.78%. Thus, the growth-inducing impacts of the Project are significant and are legally required to be analyzed.

Figure 2: Existing development conditions on West 173rd Street in the City of Lawndale, characterized by low-scale residential structures subject to a 35-foot height limit. This neighborhood lies within one-half mile of the Redondo Transit Station and reflects the prevailing development pattern that would be fundamentally altered by application of SB 79, which would permit substantially taller, higher-intensity transit-oriented development. The resulting growth-inducing effects and secondary development pressures on this established residential area have not been evaluated or disclosed in the environmental analysis.

Reliance on SCAG's 2020-2045 Regional Transportation Plan Sustainable Communities Strategy (RTP/SCS) is Legally Insufficient.

The DEIR, circulated in early 2023, could not have anticipated the passage of SB 79 in October 2025, which fundamentally transforms the development landscape around transit stations. Metro relied on SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) to forecast population and housing growth as the basis for Metro's growth-inducing impact analysis, with Metro asserting that the project is designed to serve "current and planned growth in population, housing, and employment along the corridor" as forecasted in SCAG's planning documents. Metro's response in the Final EIR that the project "is designed to serve the current and planned growth in population" fundamentally mischaracterizes the causal relationship. With SB 79's ministerial approval process, the addition of new transit stations becomes the direct catalyst for development that would not otherwise occur at these locations.

Metro's exclusive reliance on SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy fails to account for this legislative sea change. While Metro argues that growth projections were already "anticipated" in regional planning documents, SB 79 accelerates and guarantees development that was previously subject to local control and environmental review. The statute's ministerial approval pathway means individual housing projects will bypass project-level CEQA review entirely if they meet SB 79's criteria. This precludes future opportunities to analyze or mitigate the cumulative environmental impacts of transit-induced development, placing the entire burden on this project-level EIR to comprehensively evaluate these impacts.

Courts have established that a prejudicial abuse of discretion occurs under CEQA when an agency's failure to include relevant information in an EIR "precludes informed decision making and informed public participation, thereby thwarting the statutory goals of the EIR process." (*Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal. App. 3d 692, 712.) This standard recognizes that CEQA's information disclosure requirements are fundamental to its statutory scheme. When an agency omits material information necessary for the public and decision-makers to understand a project's true environmental impacts, the resulting deficiency undermines CEQA's legislative objectives of fostering informed agency decisions and meaningful public participation, regardless of whether a different outcome would have resulted had the information been disclosed. (*Fall River Wild Trout Foundation v. County of Shasta* (1999) 70 Cal. App. 4th 482, 492; *Del Mar Terrace Conservancy, Inc. v. City Council* (1992) 10 Cal. App. 4th 712, 730.)

Findings Related to Growth-Inducing Impacts Do Not Adequately Consider Foreseeable Development Projects under SB 79.

Metro's Findings related to growth-inducing impacts are not valid because they rest on the premise that any development "indirectly" stimulated by the Project would merely "redistribut[e]" SCAG-forecast growth, would not exceed regional projections, and would remain subject to future discretionary "environmental and development review" by local jurisdictions. However, these conclusions are fundamentally false now that SB 79 has fundamentally changed transit oriented land use regulations. The DEIR's growth-inducement discussion expressly concludes that the Project "does not propose a major infrastructure system extension that could serve as a vector for growth," and that "no adverse effects associated with growth-

inducement are anticipated," because the corridor is already urbanized and growth would be managed through local plans and later approvals. However, the Findings/Statement of Overriding Considerations continue to rely on the same SCAG-consistency framing in multiple contexts; repeatedly asserting that any "indirect population growth" associated with the Project would be "consistent with the SCAG adopted growth projects and accounted for within cities plans."

The new transit stations function as a legal trigger for by-right, ministerial housing approvals that substantially constrain (or eliminate) later discretionary review and project-level CEQA analysis for qualifying transit-adjacent development. Metro's Findings do not address this significant regulatory change and instead assume future local control and project-level environmental review will govern future development projects. Metro's findings fail to provide the required "substantial evidence" support for dismissing growth-inducing impacts as non-significant and not requiring additional analysis or recirculation of the DEIR

2.3 **Cumulative Impacts Analysis is Flawed**: In *Save Our Access*, the Court of Appeal invalidated an environmental review that failed to analyze the foreseeable consequences of removing height limits, holding that when an agency knows development restrictions will be lifted, it must analyze the resulting physical impacts immediately rather than deferring to future project-level review. (*Save Our Access,* supra, 115 Cal. App. 5th at pp. 414–415.) This principle is directly applicable to the C-Line Extension, where the project will trigger large-scale development under SB 79.

Metro's environmental analysis fails to account for the cumulative impacts of the C-Line Extension when considered alongside the high-density development that SB 79 will induce in the surrounding areas. As the California Supreme Court established in *Laurel Heights I*, an EIR must include an analysis of future expansion or other action if: "(1) it is a reasonably foreseeable consequence of the initial project; and (2) the future expansion or action will be significant in that it will likely change the scope or nature of the initial project or its environmental effects." (*Laurel Heights Improvement Assn. v. Regents of University of California* (1988) 47 Cal.3d 376, 396.)

With SB 79's enactment, developments up to 65 feet in height and 100 units/acre will be permitted, representing significant increases in adjacent density. Metro's failure to analyze the cumulative impacts of this

densification violates CEQA's mandate to evaluate the "whole of an action." CEQA Guidelines § 15378(a). Furthermore, under *Bakersfield Citizens*, an agency cannot simply ignore cumulative impacts by claiming future projects are speculative when the regulatory framework makes them probable. (*Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal. App. 4th 1184, 1216 [holding that cumulative impact analysis requires consideration of "reasonably foreseeable probable future projects."])

The FEIR dismisses these potential cumulative impacts, stating that the extension will not "serve as a vector for growth." (DEIR, § 3.16, p. 3.16-3). With the passage of SB 79, this conclusion is false and does not satisfy the legal requirements of CEQA to study and analyze any foreseeable development to understand a project's cumulative impacts. Under CEQA Guidelines § 15130(b), the discussion of cumulative impacts must reflect "the severity of the impacts and their likelihood of occurrence," a requirement Metro has failed to meet by ignoring the state-mandated upzoning that accompanies this transit investment.

Under SB 79, high-density housing projects will be approved without further CEQA review if they meet the statute's criteria. This eliminates future opportunities for the public and decision-makers to evaluate or mitigate the environmental impacts of these developments, making it even more critical for the FEIR to fully account for these impacts at the present stage. "If an EIR... fails to evaluate the cumulative impacts of a project, the agency has not proceeded in a manner required by law." (*San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus* (1994) 27 Cal. App. 4th 713, 720.)

3. **Recirculation of the FEIR is Required**: Based on the foregoing, the City of Lawndale respectfully submits that Metro cannot certify the FEIR in its current form. The enactment of SB 79 constitutes "significant new information" that fundamentally alters the Project's environmental context and growth-inducing potential, requiring recirculation under CEQA Guidelines section 15088.5(a).

3.1 **Significant New Information Requires Circulation**: Section 15088.5(a) of the CEQA Guidelines requires recirculation when significant new information is added to an EIR after public notice but before certification. Information is "significant" if the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect. As the California Supreme Court held in *Laurel Heights* II, recirculation is required when the new information discloses: "(1)

a new significant environmental impact would result from the project... or (2) a substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted" (*Laurel Heights II,* supra, 6 Cal. 4th at p. 1129).

The passage of SB 79 triggers both prongs of this standard. The DEIR's original analysis of TOD development would be speculative and subject to discretionary local review. That assumption is now legally factually incorrect. SB 79 has stripped local agencies of discretionary control, granting ministerial, "by-right" approval for high-density development within one-half mile of the new stations. This creates a substantial increase in the severity of the Project's growth-inducing and cumulative impacts that was never analyzed in the DEIR. The public has been deprived of any opportunity to comment on the cumulative burden of the Metro extension combined with the now-guaranteed, unmitigated densification that will occur immediately adjacent to the new stations without further environmental review.

To certify this FEIR without analyzing the reasonably foreseeable impacts of SB 79 would result in a "materially deceptive" document that ignores the "whole of the action" (*Laurel Heights II,* supra, 6 Cal.4th at p. 1128). Because the C-Line Extension is the legal trigger for these ministerial development rights, Metro must recirculate the EIR to provide a good faith analysis of these foreseeable cumulative impacts. Failure to do so would constitute a prejudicial abuse of discretion by precluding informed decision-making and meaningful public participation regarding the true scale of the Project's environmental consequences on the Lawndale community.

3.2 **FEIR Precludes Informed Decision-Making and Public Participation**: The FEIR failure to adequately analyze growth-inducing and cumulative impacts fundamentally undermines the core purpose of CEQA to ensure that decision-makers and the public are fully informed of a project's environmental consequences before approval. (*Laurel Heights Improvement Assn. v. Regents of University of California* (1988) 47 Cal. 3d 376, 392.) By categorically dismissing the Project as not being a "vector for growth", the FEIR presents a misleadingly static view of the future, obscuring the transformative land use changes that state laws like SB 79 now mandate near transit hubs.

Based on the foregoing deficiencies, we respectfully urge the Metro Board of Directors to reject the certification of the Final EIR. The document as it stands fails to

meet CEQA's fundamental mandate to foster informed decision-making and public participation. By relying on a baseline that ignores the transformative reality of SB 79, the FEIR presents a materially misleading picture of the Project's cumulative environmental burden on the City of Lawndale in addition to the other numerous defects that have been identified.

Sincerely,

ALESHIRE & WYNDER, LLP

[redacted]

John Fox

JWF:KMJ

cc: Honorable City Council of Lawndale

EXHIBIT "A"

File note: This letter was included with the May 23, 2024 comment letter to Metro signed by City Manager Sean M. Moore

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March 27, 2023

Metro Board
Los Angeles Metropolitan Transportation Authority (Metro)
1 Gateway Plaza
Los Angeles, CA 90012

RE: DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) FOR THE C-LINE (GREEN) METRO EXTENSION TO TORRANCE PROJECT 61-DAY PUBLIC COMMENT REVIEW PERIOD (SCH# 2021010269)/CITY OF LAWNDALE COMMENTS

Dear Board Members:

On behalf of the City Council of the City of Lawndale ("City" or "Lawndale"), Lawndale takes this opportunity to provide its comments and express its concerns on the Draft Environmental Impact Report, State Clearinghouse No. 2021010269 (the "DEIR"), for the C-line (Green) Metro extension to Torrance (the "Project"). While the City understands that there are a number of potential benefits associated with the Project, the City remains concerned that substantial impacts to the citizens of Lawndale are not being adequately addressed in the DEIR and fall short of applicable legal standards under the California Environmental Quality Act (Public Resources Code § 21000 *et seq.*, "CEQA").

We respectfully submit these comments to the Los Angeles County Metropolitan Transportation Authority ("Metro") to help ensure that local decisionmakers fully comply with CEQA and the CEQA Guidelines (14 Cal. Code of Regulations §§ 15000 – 15387) as applicable to the Project. The City contends the Project should be rejected as proposed for a variety of reasons, including failing to conform with Metro's 2020 Long Range Transportation Plan ("LRTP"), CEQA, and the National Environmental Policy Act (42 U.S.C. §§ 4321 *et seq.*, "NEPA"). The following list outlines the City's comments and concerns:

PART I: GENERAL COMMENTS

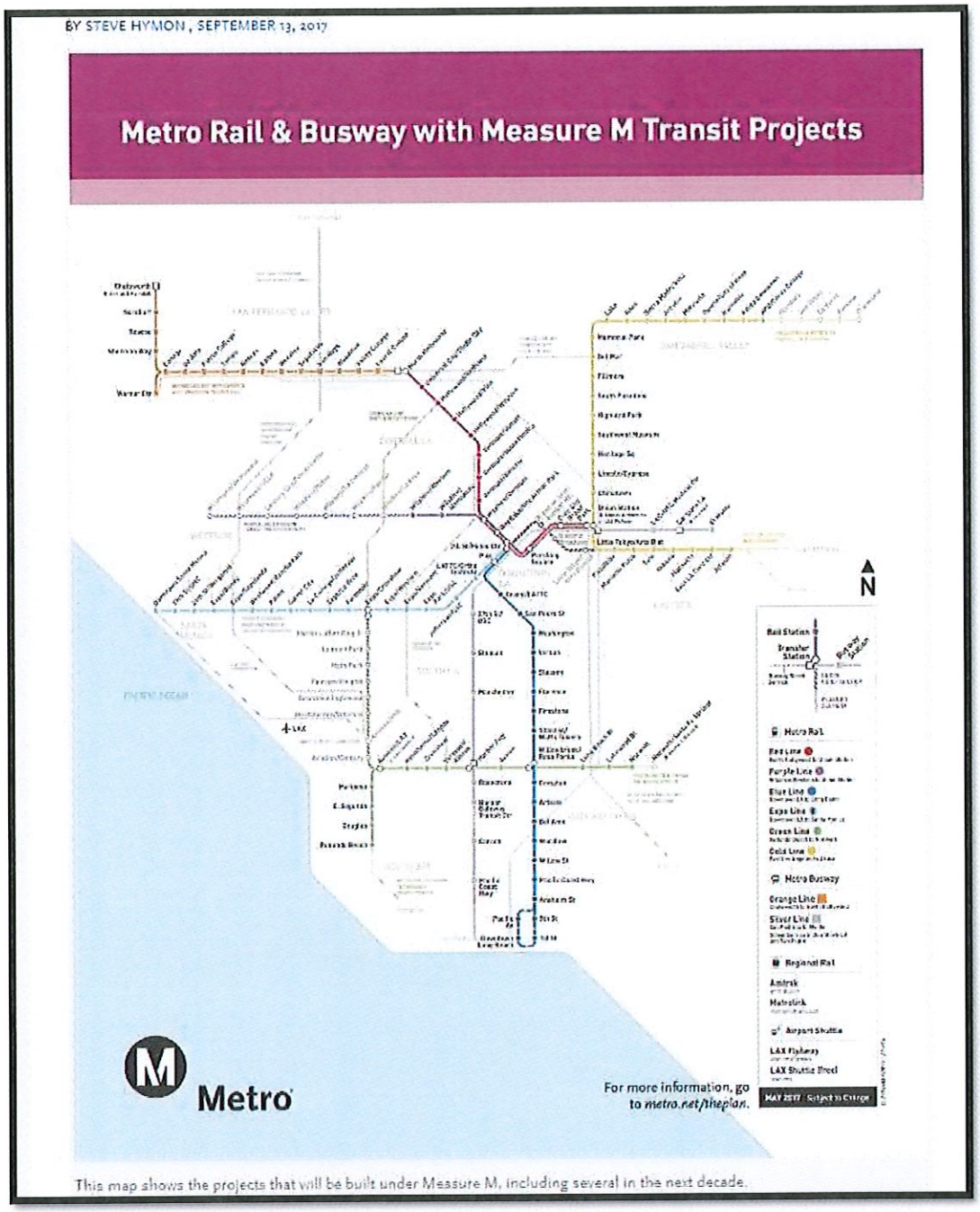
1. **Baseline Conditions:** The DEIR does not adequately address or establish baseline conditions as to environmental subjects throughout the entire DEIR. The identified areas lacking adequate baseline conditions include, without limitation: Air Quality, Greenhouse Gases, Land Use and Traffic/Transportation sections. Pursuant to CEQA, the Lead Agency is required to address and establish the baseline conditions in the DEIR. The DEIR grossly understates baseline

conditions, particularly with respect to the train crossing frequency attendant to the existing (freight) track usage versus the massive increase in rail crossing frequency attendant to the proposed Project (under any of its "options"). Currently, freight trains traverse the City of Lawndale only approximately two times daily. The proposed Project entails upwards of 12 to 18 rail crossings per hour during peak passenger periods. Thus, even though the Project's rail alignment may not significantly deviate from existing freight alignments (at least under two options), the sheer increase in the number/frequency of rail interruptions is massive. However, the DEIR's analyses fail to adequately address the impacts attributable to this change. For example, in the Land Use section, the DEIR states that the Project would "not physically divide the community" because rail crossings are "only occasional." (DEIR § 3.2-4.1.2.) This conclusory and dismissive assay overlooks the fact that a community is further divided not just by the *physical* location of the proposed rail lines, but also by the immense increase in rail *frequency* funning that will be running through the City— an escalation in train crossing frequency that increases several hundred (if not thousands) of times over the current "two trains per day" baseline. The DEIR fails to acknowledge that the Lawndale portion of the railroad right-of-way narrows. In turn, properties in this area will have significant impacts due to the increase from 2 to 200 daily trips.

As another example, the Transportation discussion baldly asserts that impacts to traffic/pedestrian safety and emergency response times will be less than significant with the (i) unfounded *expectation* that safety and traffic impacts will not vary significantly from those attendant to the current freight lines, and (ii) that traffic and emergency services can simply "detour around" rail crossings. These conclusory findings are unsupported by any analysis of much the Project will increase the frequency of rail crossings, and hence intersection closures. The delta in impacts as between the "two trains per day" baseline versus the Project's estimated "several trains per hour" is conspicuously absent from all aspects of the DEIR.

The difference between two trains per day, versus several trains per hour, presents massive interruptive impacts to the community from a land use perspective, as well as transportation circulation, noise and vibration, aesthetics, public services and other CEQA considerations. Yet, throughout the DEIR, Metro is overly-dismissive of impacts attributable to the sheer increase in rail frequency. Without further comparative analysis of actual "before and after" Project impacts, the public has not been provided an accurate representation of Project impacts upon which it can meaningfully comment. (*County of Inyo v. City of Los Angeles* (1977) 71 Cal.App.3d 185, 192–193.)

2. **Piecemealing:** The impacts of an entire project, not just individual segments, must be analyzed. CEQA forbids "piecemealing" projects. The proposed Project is part of a larger project to extend the Metro rail and transit systems, which include all the existing Metro lines and transit centers connecting with each other to form the entirety of a Metro rail system. This Project is a continuation of such existing, larger project.



Pursuant to CEQA, the whole of an entire project must be analyzed, and those environmental considerations related to project(s) broken down into little projects, thus reducing or minimizing the potential impacts to the environment through "piecemeal" is prohibited. Potential growth impacts, such as new development projects, cannot be deferred to be analyzed in a piecemeal fashion at a later time. Rather, "the need for regional environmental consideration [must be made] at the earliest stage of a planned development before it gains irreversible momentum." (*Bozung v. Local Agency Formation Commission of Ventura County* (1975) 13 Cal.3d 263, 284, fn. 28.) An agency cannot treat one

integrated, large project as a succession of smaller projects to avoid analyzing the environmental impacts of the whole project. (*See, CASDBA v. County of Inyo* (1985) 172 Cal. App. 3d 151, 165-166 [two separate "packages" of entitlements for one Project, each analyzed in a separate Negative Declaration, improper].) Piecemealing impermissibly results in a curtailed project description, which allows the EIR to misstate the cumulative impacts "by separately focusing on isolated parts of the whole." (*San Joaquin Raptor/Wildlife Rescue Center v. Cnty. of Stanislaus* (1994) 27 Cal. App. 4th 713, 729-30.)

It is "only through an accurate view of the project" that the "public and interested parties [can] balance the proposed project's benefits against its environmental costs, consider appropriate mitigation measures, assess the advantages of terminating the proposal and properly weigh other alternatives." (*San Joaquin Raptor Center v. County of Merced* (2007) 149 Cal. App. 4th 645, 655.) In this case, it is clear that the Project will have overlapping environmental impacts in conjunction with other Metro transit projects to be directly connected, since (i) they are located, or will be located, adjacent or directly connected to one another, (ii) they will be providing similar or the same services to the community (i.e., public rail transit), (iii) they will both be used and visited by residents and visitors to the Los Angeles County Region as one integrated project, and (iv) they are both owned and operated by the same entity.

Thus, this Project must be evaluated on a programmatic level well beyond the mere terminus of its tracks. Indeed, this issue also represents a principal deficiency in the DEIR's analyses of cumulative impacts, which analyses fail to address related and upcoming rail projects throughout the DEIR. Simply put, the DEIR addresses the project in an "environmental vacuum."

3. **NEPA:** The City is informed and believes the Project is substantially financed with Federally-based funding sources. This is evidenced, without limitation, by Metro's Planning & Programming Committee meeting staff report dated November 18, 2009, in which the Committee deliberated the Harbor Subdivision Transit corridor now owned by Metro and identified as the ROW proposed Project area. In the fiscal impact portion of that report it is clearly stated: "Funding of $800,000 from a combination of federal funds provided by the Southern California Association of Governments (SCAG) and Proposition C 25% of funds for this project is included in the FY10 budget in cost cebte4r 4330 South Bay Area Team, in Project 400229 (Harbor Subdivision Task 01.02, 50316 (Services Professional/ Technical) for the completion of AA Study."
The DEIR makes several references to the 2009 Alternative Analysis Report. That 2009 AA report, in turn, says that Federal funding sources are going towards the Project.

The tables below were obtained from a Construction/Executive Committee Board Report that further breakdown Green Line Extension to Torrance funding.

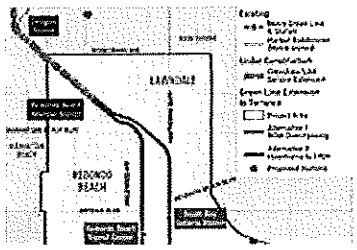
Estimated Accelerated Capital Cost and Available Funding
"Pillar Projects"
($ in millions)

Pillar Projects	Total Capital Cost	Metro Local Funding	State and Federal Funding	Funding Surplus/ (Shortfall)
Gold Line Eastside Extension Phase 2	$ 3,037.7	$ 2,179.8	$ 385.7	$ (1,072.2)
Green Line Extension to Torrance	1,080.0	854.7	231.3	-
Sepulveda Transit Corridor	8,572.6	3,448.6	3,748.1	(1,376.0)
West Santa Ana Branch to Downtown LA	5,565.6	2,513.4	2,155.5	(896.7)
Total	$18,662.0	$ 8,996.5	$ 6,520.7	$ (3,344.8)

Green Line Extension to Torrance

10-YEAR CASH FLOW ($ in millions)	Years Prior FY28	Prior Years	2018 2019	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024	2024 2025	2025 2026	2026 2027	2027 2028
USES OF FUNDS												
Construction costs	$ 959.9	-	-	-	-	-	-	46.5	143.6	246.6	406.3	156.9
Project support costs	$ 161.1	13.7	0.7	1.2	0.9	2.0	2.1	20.0	32.9	12.7	-	-
TOTAL USES	$ 1,040.0	$ 13.7	$ 0.7	$ 1.2	$ 0.9	$ 2.0	$ 2.1	$ 66.4	$ 176.5	$ 259.3	$ 406.3	$ 156.9
SOURCES OF FUNDS												
Local Revenue												
Measure R - Transit Capital (35%)	$ 38.5	-	-	-	-	-	-	-	38.5	-	-	-
Prop C - Transit Related Highway (25%)	$ 5.2	5.2	-	-	-	-	-	-	-	-	-	-
Local Agency Transit Project Contributions	$ 37.6	-	-	-	-	-	-	-	-	37.6	-	-
Repayment of Capital Project Loans (Fund 3562)	$ 10.7	8.5	0.7	1.2	0.3	-	-	-	-	-	-	-
Measure M - Transit Construction (35%)	$ 767.8	-	-	-	0.6	2.0	2.1	20.0	32.9	146.9	406.3	156.9
Local Revenue Subtotal	$ 859.7	$ 13.7	$ 0.7	$ 1.2	$ 0.9	$ 2.0	$ 2.1	$ 20.0	$ 71.4	$ 184.5	$ 406.3	$ 156.9
State Revenue												
Transit and Intercity Rail Capital Program (TIRCP)	$ 231.3	-	-	-	-	-	-	46.4	105.1	74.8	-	-
State Revenue Subtotal	$ 231.3	$ -	$ -	$ -	$ -	$ -	$ -	$ 46.4	$ 105.1	$ 74.8	$ -	$ -
TOTAL SOURCES	$ 1,040.0	$ 13.7	$ 0.7	$ 1.2	$ 0.9	$ 2.0	$ 2.1	$ 66.4	$ 176.5	$ 259.3	$ 406.3	$ 156.9

Total Project Cost:	Life of Project budget still to be established. Measure M estimate is $891 million (2015$).
Description:	This extension will provide congestion relief along the I-105 corridor. It will also improve mobility in southeastern LA County by accessing the regional rail network through connections to the Metro Blue, Expo, and Crenshaw lines.
Funding Status:	Per Measure M, the Project has a $619 million (2015$) allocation, plus inflation adjustments, beginning in FY2026 for construction, and Measure R allocation of $272 million beginning FY2028. Received award of $231.3 million TIRCP grant and $19.7 million of $31 LPP in Feb. 2018.
Subregion:	South Bay
Metro Project Number:	#460104



Moreover, related transit projects directly connected to this Project's rail extension have done Joint EIR/EIS reports to comply with both CEQA and NEPA, respectively. As noted in Lawndale's comments on unlawful "piecemealing," Metro cannot segment this Project from directly connected and related projects as a means of understating, and avoiding analyses of, the larger project as a whole. Likewise, Metro cannot segment a larger project "as a whole" into discreet "smaller projects" to avoid NEPA compliance in some areas, even though NEPA would otherwise apply to the larger project. Yet, apparently, that is what has occurred here.

Furthermore, the likely reliance on federal funding is shown through Metro's own financial documents. First, the October,7, 2010 EIR/EIS Scoping Report identified extensive federal involvement with the Project, and there is nothing the City found in the administrative record thus far that explains why the EIS component was dropped. We do note that Appendix D-5 of the DEIR/EIS Scoping Summary lists The Federal Aviation Administration, US Army Corps of Engineers, US Department of Housing and Urban Development and US

Environmental Protection Agency as Cooperating and Participating Agencies. Nor are any federal agencies listed as "responsible agencies" under CEQA, and federal agencies which have discretionary approval for portions of the Project are not listed in Table 2.6-1 of the DEIR as required.

Second, Metro's January, 2023 Cost Summary Report estimates Preferred Project costs at $1.96 billion with secured funding sources coming from Measure R, Measure M, California State Transportation Agency TIRCP, a 3% match by local agencies, and unspecified "unsecured funding sources." Metro's Expenditure Plan for Measure R (as amended July 22, 2021) identifies Total Cost Estimate for the Project to be $280 million, with $272 million coming from Measure R funds, $8 million from local funding, and a "to be determined" amount from Federal and State Funding, with project completion in FY 2033-2035. As to Measure M funds, Metro's 2015 Expenditure Plan identifies a total cost estimate of $891 million, with $619 million coming from Measure M funds and $272 million coming from all other funding sources. The 2020 TIRCP Allocation Plan Update allocates $231.3 million to the Project through 2024-25. The City recognizes that these costs and funding amounts are estimates and moving targets, and thus mixing "apples and oranges"; however, the theme that arises is that the secured funding for the Project comes nowhere near the projected $1.96 billion total estimated cost.

This is a significant point because (1) reliance on unsecured and "to be determined" funding sources is contrary to the DEIR's Section 2.2's Project Objective to "provide a cost-effective project," and (2) violates NEPA for lack of an EIS to support federal agency funding and/or approvals.

The DEIR states in conclusion that a "funding plan and schedule will be prepared after Metro selects a preferred alignment." Isn't that backwards? Shouldn't Metro have the money to buy something before it commits to buying it? The City understands that the Green Line Extension to Torrance project is still under development, but how can Metro have a "cost-effective" project when it doesn't know how much money it will have to spend, and the sources of secured funding to date is woefully short?

The proposed Project and options must be analyzed in an EIR/EIS joint document or otherwise processed in compliance with both CEQA and NEPA.

4. **Analyses Based on Unknown Future Standards or Approvals:** The DEIR improperly defers its analyses to reports and standards that either do not exist and/or are unknown. For example, without limitation, in the Transportation section Project impacts are found to be less than significant because, in part, Project construction will be subject to a construction traffic management plan ("CTMP"). (*See, e.g.,* DEIR § 3.2-4.1.1.) As the DEIR openly admits, no such plan has been developed or circulated, much less adopted. Similar to issues of "deferred mitigation," the public cannot meaningfully comment on plans, regulations or approvals relating to environmental impacts *to the extent they are non-existent*

and/or unknown. Other instances of the DEIR deferring environmental analysis to unknown, unsettled or non-existent policies and standards are presented in Part II below, without limitation; Lawndale otherwise objects generally to all instances in which the DEIR relies upon unknown, unsettled or non-existent policies, plans, changeable design standards and/or approvals.

5. **Insufficient Mitigation Measures:** The DEIR prepared for the Project identified several areas of significant environmental impacts including: Aesthesis; Greenhouse Gases; Land Use Planning; Transportation/Traffic; Hazards & Hazardous Materials; Air Quality; and Noise & Vibration sections. However, despite these acknowledgements of significant environmental impacts, the DEIR lacked, deferred, and obfuscated proposing adequate mitigation measures to address the issues outlined in the Initial Study. To the extent the DEIR does present mitigation measures, Lawndale objects to all measures to the extent they are reliant upon deferred studies, analyses or policies that are not grounded in currently-known, objective standards.[1]

PART II: SECTION-SPECIFIC COMMENTS

1. **Section 2, Project Description:** The Project Description is deficient because the public was not provided with "an accurate, stable and finite" project description on which to comment. (*County of Inyo v. City of Los Angeles* (1977) 71 Cal.App.3d 185, 192–193.) Here, the DEIR "proposed Project" is framed as not just one, but three "options" that vary significantly. Indeed, the Hawthorne "option" presents an entirely different alignment when compared to the other two "options" (and even those other two "options" present widely varying environmental impacts). "[A] project description that gives conflicting signals to decision makers and the public about the nature and scope of the project is fundamentally inadequate and misleading.) (*Washoe Meadows Community v. Department of Parks & Recreation* (2017) 17 Cal.App.5th 277, 287 (*Washoe*").) The DEIR's presentation of three very different "options" all presented as one "Project Description" fails to designate a stable project and thus presents an obstacle to informed public participation.

   Lawndale further offers the following comments relating to the Project Description:

   a. Section 2.1-1, Project Location and Surrounding Uses: The DEIR Project Description is also not clear and fails to identify a specific Project because it mentions a high-capacity transit center, but does not define what that is and what constitutes "high capacity."

[1] The DEIR also presents mitigation measures that are either confusing in their application, or are missing entirely where there otherwise should be mitigation proposed. For example, Mitigation Measure LU-1 – Temporary Crossings is proposed in the Land Use analysis. However, the Land Use section finds all environmental impacts to be "less than significant". Why is a mitigation measure being proposed if Metro earnestly believes that Land Use impacts are less than significant? Lawndale posits that the imposition of a mitigation measure here belies how understated Metro's findings of less-than significance are.

b. Figure 2.1-2, Project History: The Project site map is incomplete and does not identify the Project area clearly.

c. Section 2.2, Project Objectives: The following Project objectives in the DEIR are misleading and cannot be achieved because descriptions relating to the objectives are too vague and a genuine plan to achieve such objectives would require mitigation measures: (1) "Reduce air pollution and greenhouse gas emissions by making transit a more viable transportation choice;" (2) "Avoid and minimize environmental impacts on environmental resources to the maximum extent feasible;" and (3) "Provide a cost effective Project."

d. Section 2.3-1, Proposed Project: The DEIR is not clear on property acquisition. Metro stated that they would not acquire any property on the right-of-way, or "ROW". However the DEIR states that Metro "would acquire or lease additional ROW from BNSF to accommodate the two new rail tracks. This is in case of the ROW not being big enough to accommodate the tracks." The DEIR does not specify what the right-of-way will be.

e. Figure 2.3-2, Proposed Project: This figure is showing a proposed right-of-way of 101'-105', which is more than the existing right-of-way owned by Metro (currently 100 ft.). Metro stated that no properties would be taken, but based on this elevation that cannot be correct. A side elevation should also be provided to include the surrounding residential areas to compare the scale of the Project versus the existing site. The footnote in this discussion alludes to a retained fill ("The retained fill would be an elevated platform made of reinforced walls which are filled with soil material"). But, an indication of what that is on the elevation is lacking.

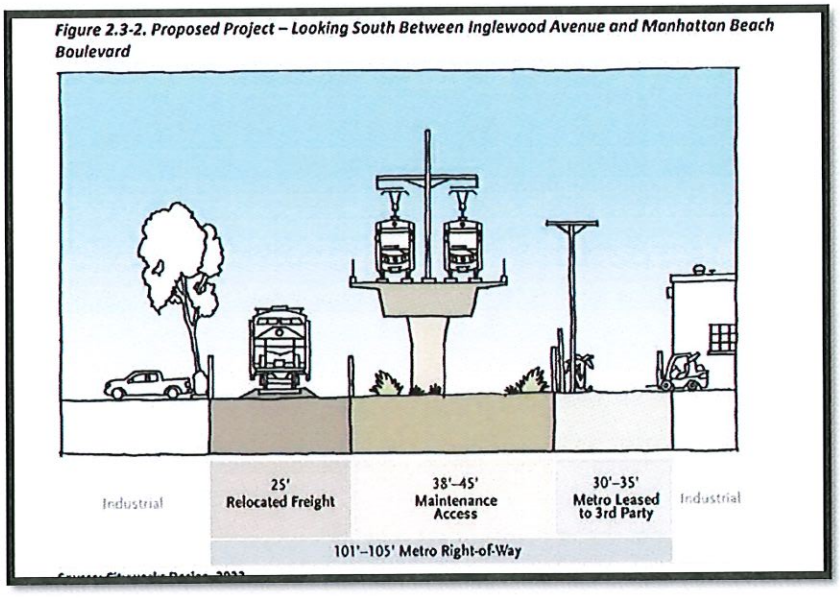
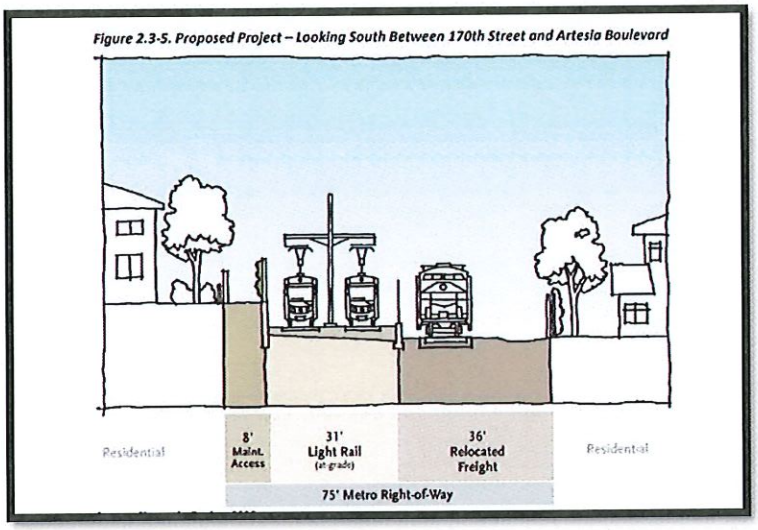


Figure 2.3-2. Proposed Project – Looking South Between Inglewood Avenue and Manhattan Beach Boulevard

f. Figure 2.3-2; Looking South of 162nd: There is no clear explanation of the type of construction the overhead railway would be, some areas say columns and the diagram states "elevated/at-grade." This is too ambiguous.

g. Figure 2.3-5, Proposed Project elevation looking south between 170th and Artesia Blvd.: The elevations depicted are vague and lack clarity. The diagram indicates a small proximity from the light rail to the freight rail. However, it is required that there is a minimum of 20 ft. between the light rail and the freight train. Such distance is not indicated in the elevation, and the distances indicated do not appear to comport with minimum space between rails.



h. Lacking Bridge Expansion Description: The description in the DEIR states that the rail tracks would cross over Artesia Boulevard, however the existing bridge cannot accommodate three rail tracks. The proposed Project would need to include the expansion of the bridge. This is not analyzed under the DEIR or shown in the exhibits.

i. Multi-Use Recreational Paths: The DEIR does not address the relocation of the railways, which will have significant impacts to surrounding thoroughfares. The size of the proposed walking path must already be determined—giving an approximate number is not sufficient. The figure attendant to this discussion does not identify a fence or wall. Thus, what is proposed is not clear.

j. Other Insufficient Elements of the Project Description. In all, the Project is overbroad, vague, and reliant upon unspecified assumptions. Further areas of ambiguity include, without limitation:

   i. *2.3-4.2, Light Rail Vehicles*: The DEIR states that "[I]t is assumed that existing Metro light rail cars would be used" and provides a

sweeping generalization of how such cars are "typically" configured. The height and surface materials (as relevant to aesthetics), and attendant air and exhaust systems (as relevant to air quality) are not described. Further, Metro's reliance upon an "assumed" use of "typical" light rail cars is too indefinite for purposes of eliciting meaningful public comment.

ii. *2.3-4.4; Ancillary and Support Facilities*: The Project Description loosely states, "Multiple additional elements are required to support light rail vehicle operations, including an overhead catenary system (OCS), traction power substations (TPSS), and communications and signaling buildings." The size, locations, number—and indeed what other "additional elements" may be intended here—is left entirely to the public's imagination.

iii. *2.3-4.1, OCS*: This is likewise too vague. For example, the description states that these overhead wires will entail poles "[i]n some locations" to "be located on both sides of the tracks." The number and locations of single versus dual OCS infrastructure is unspecified.

iv. *2.3-4.2, Traction Power Stations*: These stations are described as being subject to "principles of urban design" with "several options available for some locations." The lack of specificity here fails to comply with CEQA standards.

2. Aesthetics:

a. Failure to Address Visual Character/Quality Impacts in Conflict with General Plan Scenic Quality: In general, the Aesthetics section of the DEIR does not adequately identify, study, or mitigate potential aesthetic impacts on the surrounding area with regards to the proposed Metro Project. This is not surprising given the lack of detail that was provided in the description of the individual Project elements. The DEIR inadequately describes, insufficiently analyzes, and certainly fails to propose any mitigation measures to minimize disruption to, visual resources even where Lawndale's General Plan Open Space Element applies for purposes of preserving aesthetic quality and character. For example:

- *Section 3.3-1.3, Local Regulations*: The DEIR failed to demonstrate how the Project meets Lawndale's policies and regulations. The "Resource Study Areas," as depicted in the DEIR, do not identify and evaluate existing conditions of open space used by residents. The DEIR has failed to provide sufficient key points of interest along the existing ROW used for recreational purposes. For example, the proposed walking path will disturb, disrupt and interfere with day-to-day recreational features currently utilized by Lawndale residents.

Lawndale's General Plan and policies strive to protect the limited recreational spaces within the City of Lawndale as vital elements of residents' quality of life.

- *Page 3.3-22, Inglewood Avenue to Artesia Boulevard (Proposed Project and Trench Option)*: With respect to an identified greenway, the DEIR states: "because the greenway is not specifically protected by any applicable local general plans, planning and zoning codes, or other regulations, this greenway is not considered to be a visual resource." This statement and any analysis stemming therefrom is inaccurate because it does not acknowledge the application of Lawndale's General Plan Open Space Element.

- *Unaddressed Open Space Areas*: The proposed elevated rail structure and the freight track will have potential significant impacts along the existing railway as it is currently identified in the Open Space Element of Lawndale's General Plan as open recreational space. There is currently only one railway, no overhead wires and ample vegetation that residents use for recreation. Adding the light rail system, along with its ancillary structures and the overhead wires, will significantly impact the aesthetics of 11.04 acres of recreational land within Lawndale.

Therefore, to the extent Metro holds that "visual impacts in urbanized areas are assessed based on the potential of a project to conflict with applicable zoning and other regulations governing scenic quality" (DEIR p. 3.3-59), the DEIR fails its own stated standard. As demonstrated in the above examples, visual impacts to Lawndale recreational areas are in conflict with the City's General Plan Open Space Element, leaving the DEIR's analysis thereof legally insufficient.

The Aesthetics section states that there will be no significant impacts. However, based on the actual current conditions of the Project area and the proposed Project's new above-ground wires and pillars to be added, there will be substantial impacts to aesthetics with respect to all Project options.[2]

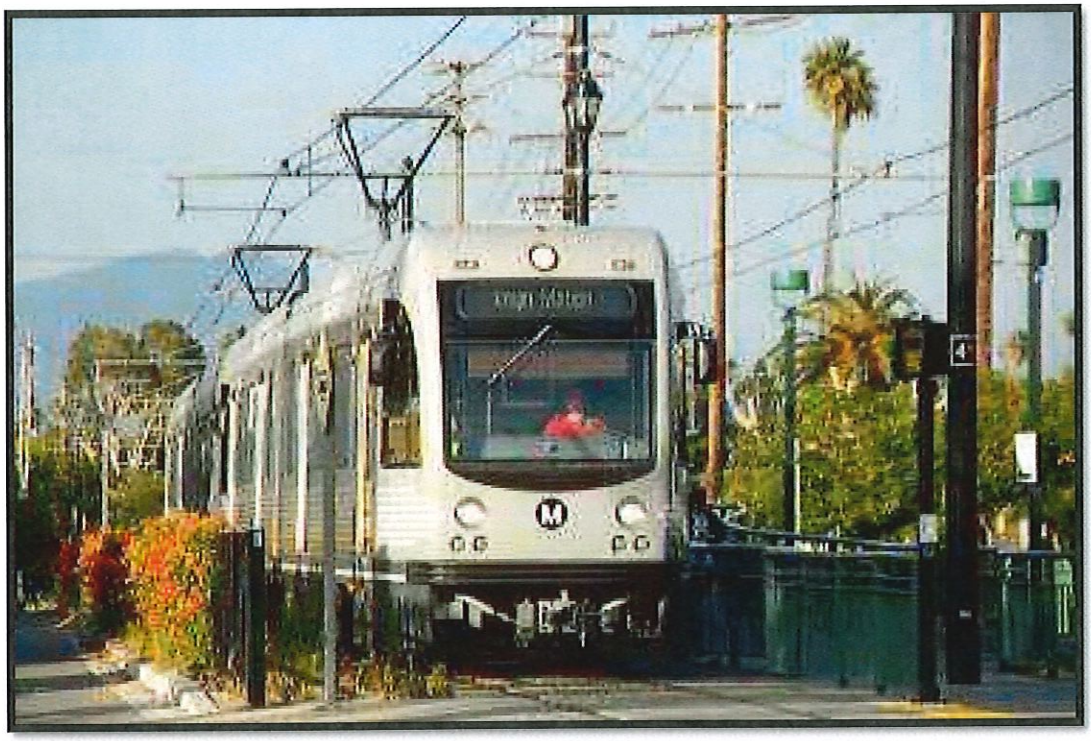
b. <u>The DEIR Fails to Address Other Fundamental Aesthetic Elements, Wants for Baseline Descriptions of Aesthetic Conditions, and Presents Inadequate Methodologies</u>.

i. *Unstated and Understated Visual Impacts*:

[2] The DEIR similarly misjudges aesthetic character and scenic quality policies elsewhere. For example, without limitation, Figure 3.3-17 (View 12) and Figure 3.3-38 (View 48) respectively depict an open area with ample mature trees and a tree-lined residential street with homes dating more than 75 years old. Nonetheless, the DEIR misconstrues these areas, amongst others, as "urbanized areas" having no "unique visual features" and thus improperly understates (or discounts) visual impacts. The same can be said of the DEIR's aesthetic lacking analysis of El Nido Park in the City of Redondo Beach.

The picture below shows the existing Metro ROW of way. Looking northeast from Condon Avenue in Lawndale.

The picture below is an example of an existing Metro railway going through a residential area and how it will potentially look going through the ROW. Clearly, the potential aesthetic impact is significant compared to the above.



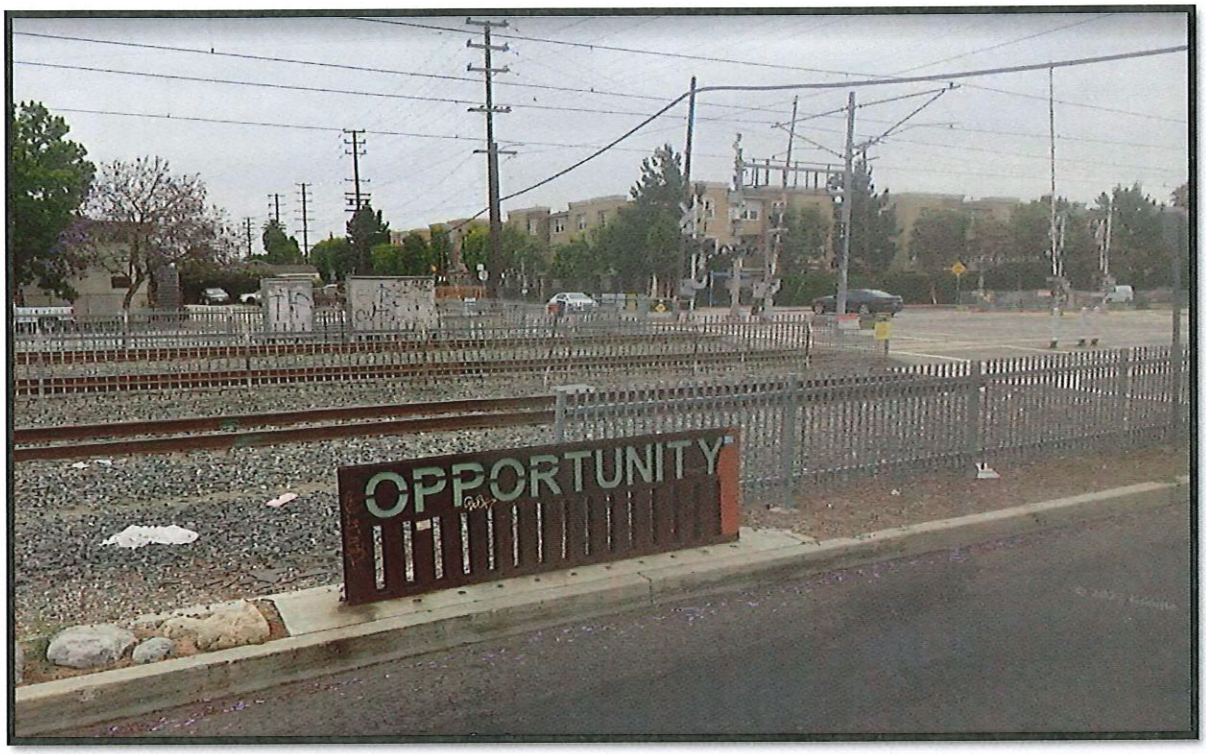
The picture below shows existing Hawthorne Boulevard looking North towards the 405 freeway. According to the DEIR this would be the location of one of the Project "options" where the Project may be located.

The DEIR fails to evaluate the negative impacts on aesthetics within Hawthorne Boulevard. Below is a picture of the existing C-line Redondo Metro station. It is evident that the construction of an overhead railway like this would significantly change the aesthetic of Hawthorne Boulevard as pictured above.

The DEIR fails to provide a maintaince schedule to prevent blight. The two pictures below existing Metro Light railway areas in Compton, located near residential areas. The railway has not been maintained, there is rubbish, dead vegetation, graffiti, and homelessness.

The photograph below shows the "art" that was provided by Metro when the light rail train passed through Compton. Lawndale posits that such installations detract from, rather than enhance, aesthetic appeal. Such installations are also a draw for

graffiti, vandalization and other nuisance conditions. Yet, these issues are not addressed in the DEIR Aesthetics discussion.



Below is an example of a current Metro light rail area showing a typical itinerant encampment. As descrbed further below, railway setbacks, bridge undercrossings and ROWs are a draw to those experiencing homelessness, resulting in unsightly and unsafe conditions. Yet, these aesthetic issues are not addressed.

The DEIR fails to provide mitigation measures for aesthetics on all three Project options. The DEIR must provide a detailed design for the proposed Project, fuller description of potential aesthetic impacts and meaningful mitigation measures to minimize aesthetic impacts.

ii. *Soundwall Missing Design/Aesthetic Analyses*: The DEIR fails to address the aesthetic impacts of specific Project elements. For example, the DEIR mentions a soundwall in both the Aesthetics section and as a Noise mitigation measure (MM-NOI-2); however, no design/aesthetic description is proposed or provided in attendance with respect to the proposed soundwall, which should be part of the Aesthetics section. The description of the soundwall is extremely vague and does not give enough information to review and comment on whether it will mitigate impacts. Further detail and schematics must be provided.

iii. *Metro Design Standards*: The DEIR fails to provide information on Metro's adopted design standards. The proposed Project fails to show any information related to such.

iv. *Metro Tree Policy*: The DEIR fails to provide a copy of Metro's Tree Policy. The DEIR should provide the proposed landscaping and monitoring plan for the future Project and analyze appropriate natural buffers to all adjacent residential areas.

The two pictures below show the existing Metro light rail roadway network in the City of Compton. The areas are barren and without landscaping, which is a

significant change from the existing ROW in the City of Lawndale. The dominance of rock, metal and hardscape features present potential significant impacts to light and glare, which were not analyzed in the DEIR.

v. *Section 3.3-2, Methodology*: The DEIR indicates that "typical views and key observation points ("KOPs") for the visual assessment are identified, based on the responses of representative viewers." The

DEIR fails to identify the "representative viewers" and the role they play in the Project.

- It is unclear if the views represent the greatest impact to the greatest number of representative viewers.
- It is unclear if the views represent the cross section of viewers exposed to the site.
- It is unclear if there are any views that should be simulated to show there would be minimal impacts.

Based on the KOPs identified in the DEIR only two KOPs were identified within the Open Space area in Lawndale, which insufficiently describes residential neighborhoods located along the ROW. The responses from the "representative viewers" fail to provide the existing recreational space used by residents. In addition, the representative viewers failed to include additional KOPs along nearby residential areas.

vi. *Section 3.3-2.1, Resource Study Area*: The DEIR presents resource study areas ("RSAs") that omit areas "blocked by tall vegetation, buildings, and other intervening development." This metric for drawing RSAs is entirely subjective and could be applied to exclude a vast majority of areas that may include local residents in Lawndale. Metro needs to provide a methodology that is objective, fair and does not exclude residents based on subjective interpretations of "tall vegetation, buildings and other intervening development."

vii. *Section 3.3-2.2.2, Visual Quality*: The DEIR contains subjective interpretations and decisions that are not appropriate and will significantly impact the community of Lawndale. The DEIR indicates that "visual quality refers to the aesthetics of the landscape, which is based on the viewers values and notions about what constitutes a quality setting."

viii. *Section 3.3-3.3, Visual Character*: This section of the DEIR fails to adequately identify the existing character of the residential neighborhood(s). There is a total of 15 residential streets along the proposed Project. Five out of those 15 residential streets have vital cross points used for day-to-day activities. Those five streets are used to travel to two separate schools located one block east from the proposed Project site. The DEIR neglects to set the proper baseline in describing the character of the residential area. For example, the DEIR states that the existing "residences were constructed between the 1930s and the 1970s" and the DEIR fails to mention that newer single-family dwellings were developed in the

1990's. The DEIR improperly understates the residential view character of these suburban areas adjacent to the proposed Project will be negatively impacted.

ix. *Figure 3.3-3, Detailed Location of Representative Views*: The DEIR fails to identify locations that will be affected by the proposed light-rail Project. All railroad crossings located within the residential areas should be identified as KOPs.

x. *Page 3.3-22, Inglewood Avenue to Artesia Boulevard (Proposed Project and Trench Option)*: The DEIR fails to identify residential properties located between 170th Street and Artesia Boulevard.

xi. *Page 3.3-31, 182nd Street to Intersection of Hawthorne Boulevard and 190th Street (Proposed Project and Trench Option)*: The DEIR provides inconsistent descriptions of ROW green / open space located in the City of Lawndale versus that located in the City of Torrance without any stated justification or reasoning.

c. Inadequate Light/Glare Analysis: The DEIR fails to passably analyze aesthetic issues of light and glare, particularly from an operational impact perspective. (*See*, Sections 3.3-4.4.2 – 3.3.-6.3.) At Section 3.3-4.4.2, the DEIR states:

The Proposed Project includes several elements, such as glass, metal surfaces, and additional lighting that could create new sources of glare. However, the existing sources of light at the existing Redondo Beach (Marine) Station do not generate substantial glare. Thus, it is not anticipated that the Proposed Project would generate substantial glare.

This conclusory and over-generalized comparison between the glare impacts attributable to a stationary building and a fast-moving, metallic vehicle is entirely misplaced. The fast transitory nature of rail cars produces substantially different attributes of "flashing" light and glare, particularly if paired with unmitigated surrounding hardscape (an unknown given the lack of landscape screening information provided). Yet, no further analysis other than the above-quote is provided with respect to the Project's potential reflective attributes.

Similarly, the DEIR fails to address the introduction of lighting from rail vehicle headlights, which will impact certain residences, as well as street vehicles and surrounding businesses. As to maintenance lighting, the DEIR provides no meaningful analysis based on the conclusory expectation that non-transient lighting will "be compliant" with Metro and other agency lighting regulations and design standards; these standards are not described or analyzed. (*See,* Section 3.3-7.1.)

While the DEIR observes that shade and shadow patterns from Project-related structures "would change throughout the day and seasonally," and notes that such changes could create "adverse shadow impact" to recreational facilities, there is no mention of impacts to surrounding street, pedestrian, residential or other viewsheds. (Section 3.3-7.1.) Nor does the DEIR identify or analyze structures that may pose undeviating areas of shadow over adjacent streets, thoroughfares, or buildings (including residences).

Because the DEIR fails to properly study these significant impacts on aesthetics, the DEIR fails to live up to its role as an informational document. Metro's failure here "precludes informed decision making and informed public participation, thereby thwarting the statutory goals of the EIR process." (*Ass'n of Irritated Residents v. County of Madera* (2003) 107 Cal.App.4th 1383, 1391.)

d. Section 3.3-1.2, State and Regional Regulations: State and Regional Regulations CEQA. DEIR statements here delete a very critical component of the California Public Resources Code Section 21002(b), which states: "Take all action necessary to provide the people of this state with clean air and water, enjoyment of aesthetic, natural, scenic, and historic environmental qualities, and freedom from excessive noise." The DEIR neglects the element of freedom from excessive noise. The proposed trips that will be generated for the light rail will dramatically increase the amount of daily noise (20 hours a day) for the residents.

3. **Air Quality:** The Air Quality section of the DEIR is incomplete and, therefore, inadequate. This proposed Project will create a significant amount of air quality issues locally and regionally. The Air Quality sections of the DEIR did not adequately address or identify vehicle traffic trips generated by the Project. Additionally, vehicle emissions that will be generated have not been adequately addressed by the DEIR. For example, the DEIR does not adequately account for air quality impacts associated with rail riders driving automobiles either to a rail station (e.g., "park and ride"), or from a rail station to their endpoint destination.

a. Section 3.4-1.1, Federal Regulations: This section mentions Toxic Air Contaminants ("TAC") as air pollutants that may increase a person's risk of developing cancer and/or other serious health effects. The Project includes the relocation of the existing freight locomotive, and the DEIR here mentions that at least 10% of the soil will be contaminated. All three Project options are located within or closer than 500 feet of sensitive receptors that may be affected by the TACs resulting from the Project. There is no mention of a Phase II or Phase III study to check for contamination on the property along the ROW option. The DEIR mentions that Metro will be removing the

contaminated soil; however, there are no details or information about how this would impact the sensitive receptors.

b. Section 3.4-2.2.1, Proposed Project construction: The DEIR fails to give detailed information on the amount of soils and materials to be disturbed. The Project would involve a total of approximately 556,100 cubic yards of imported and exported materials. What are the individual quantities of dirt that will be moved or imported? How will dust built-up be mitigated? Such information is conspicuously lacking.

    i. The trench option fails to provide details on the amount, type, and timing of material to be exported and imported to the Project site.

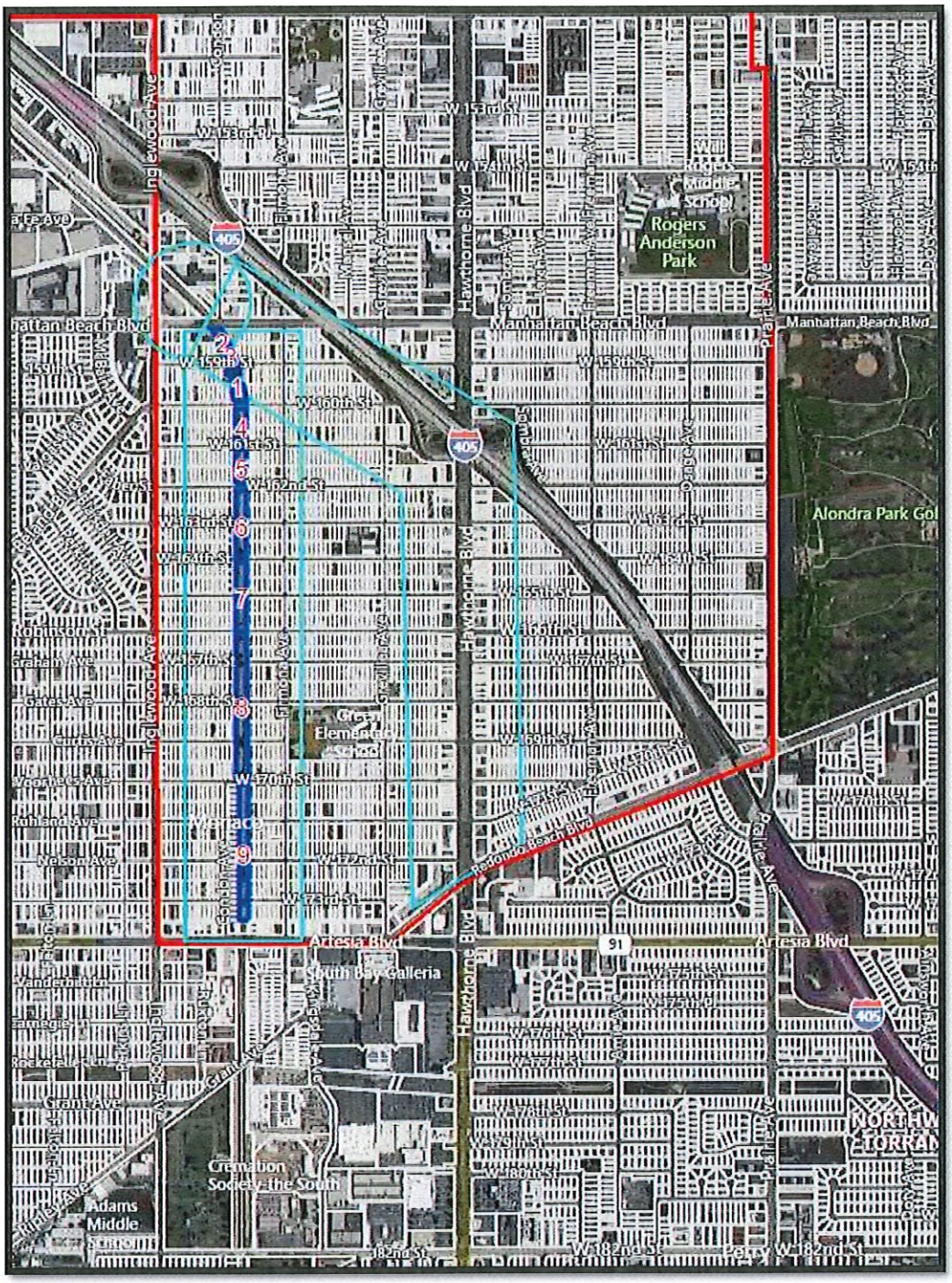
    ii. The Hawthorne option fails to provide details on the amount, type, and timing of material to be exported and imported to the Project site.

c. Section 3.4-2.3.1, CEQA Review of Sustainable Transportation Projects: The DEIR states, "To estimate daily emissions for the Proposed Project, Trench Option, and Hawthorne Option, the daily vehicle miles travelled ("VMT") reduction corresponding to each operational scenario was multiplied by the corresponding emission factor for each pollutant" This statement does not present the results of calculations or numbers supporting it.[3]

d. Section 3.4-2.4.1, State CEQA Guidelines: This section of the DEIR provides false information. The proposed Project and its options would conflict with the applicable SCAQMD plan due to the direct impact on population and housing as per SB 2097. The Project would expose all sensitive receptors within a 500-foot radius of the Project. There is a high number of residential homes and several schools near the proposed Project location and the options. The proposed Project of the ROW includes the relocation of an existing freight train, and according to the Air Quality portion of the DEIR, the moving of dirt anticipates at least 10% of contaminated soils which need to be disposed of, however this is located within 100 feet of sensitive receptors. The DEIR states "Compliance with the Metro Green Construction Policy will preclude the possibility of unhealthy exposures of sensitive receptors to TAC concentrations during the proposed Project construction." This statement is incomplete, there is a lack of explanation of how this will be achieved.

The diagram below shows sensitive receptors within 500 ft. of the proposed Project and proposed options.

[3] Throughout the DEIR it is also stated that the proposed Project and options would reduce Vehicle Miles Traveled ("VMT"); however it does not present an analysis of, or number by which, this will be reduced. This conclusory statement is inadequate.



The DEIR fails to provide accurate and complete mitigation. This section also contains deferred mitigation: "If maximum daily emissions would exceed applicable thresholds values during construction or operations, opportunities to mitigate and reduce those emissions are required to be explored and implemented as feasible."

e. Section 3.4-2.5, Project Features: The DEIR fails to provide complete information and details about the use of generators. More information must be provided on locations, types of generators and whether they will be back-up or will they be on all the time. The DEIR states inspections will be conducted by Metro for compliance with air quality regulations. The study fails to specify how often or whether this information will be submitted to AQMD. If Metro fails to comply with the inspections or with air quality rules, how will this be mitigated? Merely deferring air quality analysis to future inspections is unacceptable.

The DEIR provides incomplete and inaccurate information. The document states that the information provided for 2020 data is not reliable due to the COVID19 Pandemic; however, the 2020 monitoring period for air quality is used for concentrations of pollutants. During the pandemic there was nearly no traffic and low transit ridership. The information is inconsistent; all data presented must be consistent.

The DEIR did not address new Senate Bill 2097, which eliminates parking requirements for any property located near public transit. Contrary to Metro's claims, this Project will result in population / housing growth because State Legislation has approved numerous housing bills that incentivize more housing near transit centers. The numerous new State housing bills promote incentives for developers to construct more housing and therefore increase population.

f. Section 3.4-4.1.1, Construction impacts: The DEIR fails to provide an accurate constriction timeline. The "temporary" construction is expected to last 5-6 years. The sensitive receptors will be impacted. The DEIR fails to provide ways to mitigate the construction impacts on air quality.

g. Table 3.4-14, Project Construction Regulatory Control Measures: The DEIR fails to provide information on the proposed mitigation plan to water and reduce fugitive dust, Rule 403 fugitive dust.

All three Project "options" will require mitigation for air quality. The proposed Project and its options will be moving material to and from the Project area. The ROW option will require relocation of existing railroad tracks, which will require demolition of existing tracks. The trench option will require digging and moving of dirt, and the Hawthorne Boulevard option will required demolition or relocation of existing high power electricity lines.

SCAQMD RULE 403 (FUGITIVE DUST)	
Backfilling, Clearing and Grubbing, Cut and fill, Demolition, Disturbed soil, Earth-moving activities	Apply water to materials/stockpiles to prevent visible dust plumes and stabilize wind erodible surfaces.
Importing/exporting of bulk materials	Maintain at least six inches of freeboard on haul vehicles; use tarps or other suitable enclosures.
Road shoulder maintenance	Apply chemical dust suppressants and/or washed gravel to maintain a stabilized surface after maintenance.
Staging areas	Limit size of staging areas and limit vehicle speeds to 15 miles per hour.

4. **Biology:** The Biological Resources section of the DEIR is in complete and inadequate. The Biological Resources section of the DEIR did not identify, study, or properly mitigate the potential biological impacts with regards to bird surveys or special status species. (*See e.g.,* DEIR p. 3.2.3.) The Project site has acres of existing trees throughout the ROW and the Hawthorne Boulevard corridor areas; yet, no surveys were completed to determine the limits and potential impacts the proposed Project could have on biological resources. In addition, the DEIR failed to provide an inventory of existing trees within the proposed area. It is crucial to know the types of trees that are being removed since different species, such as the Monarch Butterfly, utilize available trees as migration resting points.

   Furthermore, deferred mitigation is inconsistent with CEQA Guidelines. DEIR Section 3.7-1.1, Federal Regulations Migratory Bird Treaty Act, proposes deferring mitigation measures by completing a Pre-Construction Nesting Bird Survey; this deferral of potential mitigation does not address the potential biological impacts that the Project could have on the environment.

   a. Section 3.7-3.4, Sensitive Biological Resources Within the RSA: This section of the DEIR mentions plant and animal species that have potential to occur and are protected under the Migratory Bird Treaty Act (MBTA) and California Fish & Wildlife. The species named under the DEIR show low potential to occur and one plant species with high potential to occur. The DEIR did not complete an assessment or study on the current conditions of habitat, thus there is no determination on potential impacts during construction. The DEIR is stating that the proposed Project would be Less Than Significant Impact with Mitigation for all three options by conducting a pre-construction survey. How was this assessment made without first completing a special species survey of the area to justify less than significant impacts on Biological Resources? It would be impossible to arrive at this conclusion without first basing the assessment on completed special surveys conducted by a licensed and certified biology expert.

   b. Section 3.7-4.1.2, Operational Impacts: The DEIR states there will be Less Than Significant Impacts with mitigation. However that conclusion is self-contradictory given the statement that "Potential direct impacts may

subsequently cause nest abandonment (and this loss of young), nest failure, or direct mortality of individuals." Metro is proposing to mitigate with routine maintenance, however no routine maintenance plan was provided The Trench option was also identified as Less Than Significant Impacts with mitigation, and the Hawthorne Option Less Than Significant Impacts without any mitigation. A survey should be conducted and a plan should be prepared by an expert providing ways to mitigate potential loss of wildlife.

c. Section 3.7-4.2, Riparian or Fish and Wildlife: This section states No Impact under Construction and Operation of all three Project options. However, in the list provided of potential endangered species some vegetation is identified as potentially to occur. No study has been conducted and a No Impact determination cannot be made without sufficient information.

d. Section 3.7-4.4, Native or Migratory Species Corridors or Nurseries: Project interference with any native resident or migratory species. This section states No Impact under Construction and Operation of all three Project options. However, in the list provided of potential endangered species some wildlife is identified as potentially to occur. No study has been conducted and a No Impact determination cannot be made without sufficient information.

5. **Energy:** The DEIR does not mention that a purchasing power agreement with Edison is needed to run the light rail train. There was no analysis on how the project will be energized and where the power will be coming from. The power purchasing agreement must also be approved by the California Public Utilities Commission ("CPUC").

   a. Page 3.12-11 Metro Energy conservation and Management Plan (ECMP), the DEIR states that solar panels will be installed in the year 2022. Has or will this be part of the construction of the rail system? Is the stated timeframe still accurate given that 2022 has passed? Where will the panels be located? The information is unclear and deficient.

6. **Geology & Soils:** There is a lack of mitigation for the proposed Project in case of an earthquake within the vicinity.

   a. Section 3.8-3.7, Landslides and Slope Failures: This section lacks data on the potential impacts for the areas identified in the map as landslide prone area.

7. **Green House Gases:** The proposed Green House Gases ("GHG") mitigation measures are not adequate. Deferral of mitigation measures is inconsistent with the CEQA Guidelines. On DEIR page 3.5-5, it states that building public transportation would reduce vehicle miles travelled, however there is no supporting data to show that this is the case. A GHG study must be prepared

and analyzed to ensure appropriate mitigation measures are incorporated into the Project.

a. Table 3.5-3, City of Lawndale – Relevant GHG Emissions, Goals, Policies and Programs: The DEIR states that goals from the Lawndale Air Quality Management Plan were incorporated as they would be relevant to the GHG emissions from the transportation and transit sector. City of Lawndale's Climate Action Plan Goal "LUT:C" encourages public transit by implementing a Bus Rapid Transit System. The City's CAP or AQMP does not recommend or provide goals or policies that support a light transit system.

    i. The DEIR is not consistent with the GHG Emissions, Goals, Policies, and Programs for the City of Lawndale. Goal 1- The City shall promote air quality and mobility in an environment of continued population growth, while providing for a healthy economic base. The City will work towards reducing VMT through an improved job/ housing balance and more efficient urban land use plan. Goal No. "LUT:C" Encourage transit through the implementation of a Bus Rapid Transit System and expand the sub-regional public transit network and enhance transit frequency through collaboration with SBCCOG and neighboring cities, as well as the prioritization of funding around transit stations to promote active transportation.

b. Section 3.5-2 Methodology: The DEIR explains that there will be environmental effects on GHGs temporarily during the Project construction and during future operation following the completion of the Project. This section mentions what was used to calculate the data, however there is lack of information on what or how this was conducted.

c. Section 3.5-2.1 Resource Study Area: This section states that the regional GHG emissions are evaluated primarily at the Metropolitan Planning Organization (MOP) level but does not specify if it was at Regional or Local levels.

d. Figure 3.5-1, Resource Study Area Map: The map should be analyzed locally, not just regionally. The study area is deficient.

e. Section 3.5-2.2, Construction GHG Emission: This section talks about temporary GHG emissions during construction from the use of heavy-duty haul trucks. Also, it states that the GHG emissions will be amortized over a 30-year operational lifetime. There are no mitigation measures or data backing up this claim.

    And, in the last sentence of this section, it is stated that construction "would take approximately five." Approximately five what? Months, Years? Does this account for potential unforeseen delays?

f. Section 3.5-10, Operational GHGs: The DEIR mentions that the proposed Project would reduce the sources of regional GHG because of increased ridership. What is the nexus between the two arguments? What warrants that ridership will increase to reduce GHGs? Are there any case studies associated with this claim? The DEIR does not adequately account for GHG (and other impacts) associated with rail riders driving automobiles either to a rail station (e.g., "park and ride"), or from a rail station to their endpoint destination.

g. Table 3.5-10, Operational Parameters: This table data does not have any information backing up the numbers. Provide a justification and basis for the numbers tabulated here.

    i. *Indirect Power Supply Emissions*: The last paragraph of this section sets forth deferred mitigation based on renewable energy requirements by the State, which is inadequate for the current conditions. What mitigations are proposed for the current electricity usage before the State becomes 100 percent renewable? The impact is significant and must be mitigated.

h. Section 3.5-2.4, Significance Thresholds: The proposed Project and Project options will be generating GHG emissions directly and indirectly. It also conflicts with the SCAQMD by stating that there are no thresholds for new light rail Projects; however, as part of this Project there is a locomotive freight rail system that is proposed to be moved and this is not mentioned within the GHG analysis.

i. Section 3.5-2.5, CEQA Streamlining: This section claims that air quality will improve. There is no data or metrics supporting this.

j. Section 3.5-3.1, California GHG Emissions: There is no study showing the wall built for the proposed Project. Provide information on how this will affect GHGs.

k. Sections 3.5-1.1 and 3.5-3.2: These discussions are not tailored to be Project related as they relate and rely on regional data. These should be be looked at a local level.

l. Section 3.5-3.3, Effects of COVID 19-Pandemic: This discussion suggests that there are no determinations on how the pandemic affected ridership. The DEIR takes the approach of a proffering a deferred study in or around 2042. There should be enough data from 2019, years prior, and 2022 to make a determination on ridership rather than deferring analysis.

m. Table 3.5-1.13, Proposed Project Table: This table is deficient and incomplete. There are no baselines to determine a less than significant impact.

n. Table 3.5-14 Trench Option Table: This table is deficient and incomplete, there are no baselines to determine the outcome.

o. Section 3.5-4.1.2, Operational Impact: The DEIR states that "Metro network GHG emissions displacement through mode shift by 3,721.4 MTCO2e, which represents an additional two percent reduction relative to 2019 Metro operations summarized in Table 3.5-12." This statement has no supporting data or studies. This section states that there are less than significant impacts, however there are no mitigation measures or supporting data attendant to this conclusory determination. Lawndale objects that the statements here are not accurate as to all Project options.

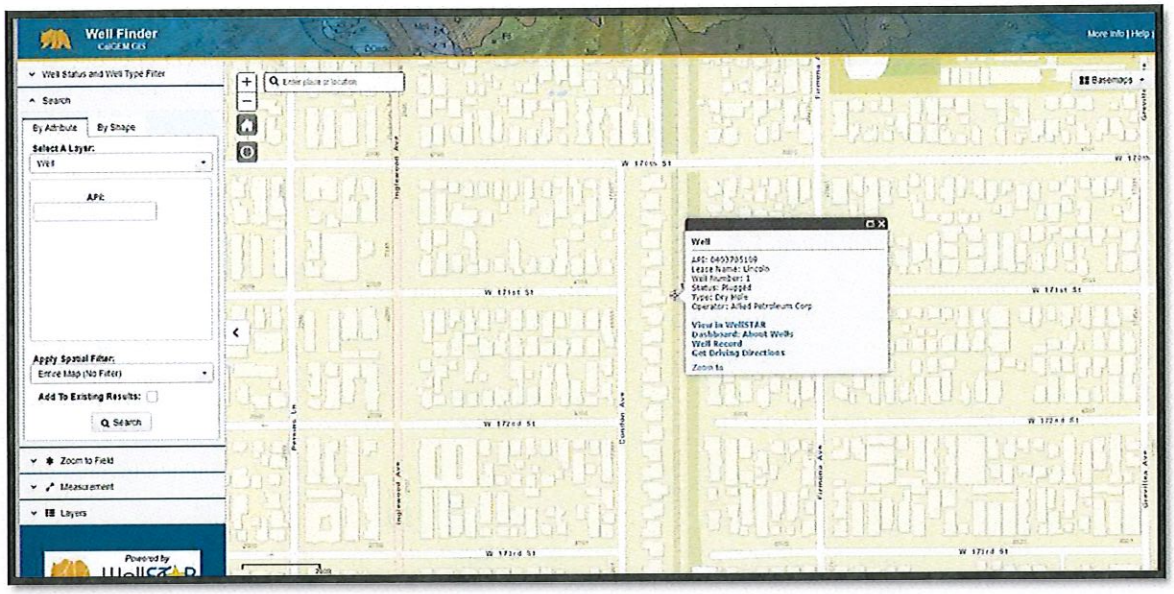
p. Section 3.5-4.2.1, Construction Impacts: The DEIR states that the Project would not conflict with any applicable policy or regulation adopted for the purpose of reducing emissions of GHGs. However, this statement is false. All the determinations were made without studies and without mitigation measures for construction and operational phases. The wait time at the crossings will create significant impacts on GHG emissions by idling traffic not analyzed in the DEIR.

q. Section 3.5-7, Cumulative Impacts: The information provided in this section of the DEIR is deficient and lacks information. There are portions of the proposed Project that are not evaluated, such as the construction of a sound wall, the construction of the widening of the bridge over Artesia Boulevard, as well as the construction of future development within the region.

See, Senate Bill 743: "...reduction of vehicle miles traveled that contribute to GHG emission as required by AB 32. SB 743 requires the State Office of Planning and Research (OPR) to develop revisions to the CEQA Guidelines, establishing criteria for determining the significance of transportation impacts of Projects within transit priority areas that promote the reduction of GHG emissions, the development of multimodal transportation networks , and a diversity of land uses."

8. **Hazardous Materials:** There is an Allied Petroleum Corporate Well within the existing right-of-way. The DEIR also states under the Air Quality section that there will be approximately 10% of contaminated soil. A Phase I study was conducted; however, a Phase II and Phase III remediation plan should have been prepared as part of the study. Thus, there are potential significant impacts that have not been addressed.

The diagram below provides the location of an existing well within the ROW in the City of Lawndale.



The DEIR does not provide sufficient information on the existing freight train. A study should be conducted to demonstrate how relocating the railway may expose sensitive receptors to hazardous materials and such impacts should be mitigated.

9. **Land Use:** Relevant regulations for the proposed Project do not support the light rail system. *See,* Lawndale General Plan Land Use Element, Table 3.2-2. Goal 1 of the Lawndale General plan requires the following: "Preserve and enhance the environment, values, aesthetic character, and image of Lawndale as a vital, attractive, desirable, and safe urban community." The proposed Project and its options are not consistent with this Goal 1 as it would decrease the aesthetic character, attractiveness, desirability and would not promote public safety.

    a. Section PR-AES-1, Local Zoning Ordinances: The Project components will NOT adhere to Lawndale's zoning ordinances. The City identifies the existing rail road right-of-way as Public Facilities/Open Space in the City of Lawndale's General Plan. These types of uses are identified as prioritized limited resources.

    See Lawndale Land Use Element Policy 1a: "Maintain the existing Residential development pattern, except in locations along major transportation corridors and public centers where Commercial or higher density." The proposed Project is to go through the ROW, which is a low density residential area with local and collector streets. The Project does not conform to the City of Lawndale's General Plan Land Use Element.

The proposed Project and its options are not consistent with the City of Lawndale's Zoning Ordinance Policies mentioned in the DEIR.

Table 3.2-5 The statements made in the chart below are false and lack data to support the information provided.

City of Lawndale, General Plan	
Land Use Element Policy/Goals: • Goal 1: Preserve and enhance the environment, values, aesthetic character, and image of Lawndale as a vital, attractive, desirable, and safe urban community; • Policy 1a: Maintain the existing Residential development pattern, except in locations along major transportation corridors and public centers where Commercial or higher-density Residential uses are more appropriate; *Circulation Element Policy/Goals:* • Goal 1: Provide an integrated transportation system for the safe and efficient movement of people and goods with minimal disruption to the environment within and through the City; • Goal 2: Consider all modes of transportation; and • Goal 5: Participate in and assist with coordinating regional efforts which integrate the City's transportation system with the regional transportation system.	**Consistent.** These policies support maintaining: • land use patterns except for major transit corridors • a viable and desirable community • integrating public transportation facilities and encouraging all modes of transportation In addition to the consistency of these policies, there would be no change to existing land use patterns.

The table below indicates "City of Lawndale Necessary Regulations." What does Metro mean by "Necessary"?

	City of Lawndale Necessary Regulations	
	Zoning Regulation	To encourage the most appropriate use of land
	Zoning Regulation	To conserve and stabilize the value of property
	Zoning Regulation	To provide adequate open spaces for light and air and to prevent and fight fires
	Zoning Regulation	To prevent undue concentration of population
	Zoning Regulation	To lessen congestion on streets
	Zoning Regulation	To facilitate adequate provisions for community utilities and facilities, such as transportation, water, sewerage, schools, parks, and other public requirements
	Zoning Regulation	To protect and promote the health, safety, and general welfare, all in accordance with the comprehensive general plan

The chart below is a continuation of the abovementioned chart. It shows Goals and Objectives for the Hawthorne Boulevard Specific Plan. The DEIR fails to meet and provide the information listed below.

Hawthorne Boulevard Specific Plan	
Plan's Purpose	Develop appropriate land use categories and development standards
Plan's Purpose	Ensure General Plan consistency
Plan's Purpose	Prepare design guidelines for signs, streetscape, and landscaping
Plan's Purpose	Make recommendations for circulation and other improvements
Plan's Purpose	Establish a conceptual framework for physical improvements to Hawthorne Boulevard
Plan's Purpose	Provide program and policy assistance for rehabilitating and revitalizing existing structures and businesses

Source: City of Lawndale General Plan, 1992a;1992c; 1999

The proposed Project would physically divide the established community of the City of Lawndale. Currently a freight train passes twice per day, which allows both the east and west side of the City to be connected. Adding the light rail train would divide the City as it would have light rail passing by every 15 minutes creating many environmental impacts interrupting the community.

10. **Noise and Vibration:** The proposed mitigation measures and noise study are inadequate. The noise study did not analyze potential noise impacts on sensitive noise receptors for the proposed residential component of the Project with regards to the existing and proposed commercial expansion. In addition, no mitigation measures were proposed that would protect sensitive noise receptors for the proposed residential component of the Project from excessive noise and vibrations from the proposed and existing commercial component of the Project.

    The DEIR states that noise and vibration will only cause annoyance to the residents, which is false, particularly given the massive increase in train frequency pursuant to the Project. The DEIR fails to address the public health issue caused by noise pollution and the public safety issue caused by constant vibration to the homes located near the ROW. According to a the National Geographic Encyclopedia "Sounds that reach 85 decibels or higher can harm a person's ear. Sounds that exceed this threshold include familiar things, such as power lawn mowers (90 decibels), subway trains (90-115 decibels, and loud rock concerts (110-120 decibels)." Noise pollution can cause induced hearing loss (NIHL). "Exposure to loud noise can also cause high blood pressure, heart disease, sleep disturbances, and stress." The DEIR fails to address the long-term impacts of noise and does not propose any mitigation.

The DEIR does not evaluate the noise from the wheels of the trains. A mitigation for rail and wheel lubrication is required to reduce noise levels.

Sound walls were discussed however not analyzed under the DEIR. Additionally, the sound walls are not shown in any of the elevations for the proposed Project and the options.

Studies have shown and proven that constant vibration to older residential structures will compromise the structural integrity of a residence. Metro has not acknowledged how the constant vibration of the light-rail system will be mitigated. The proposed light rail system will be adjacent to hundreds of residential structures that were built from the 40's, 50's and so on. All the existing residential structures will be susceptible to the constant vibrations emanated by the proposed light rail Project. Metro has failed to demonstrate any mitigations.

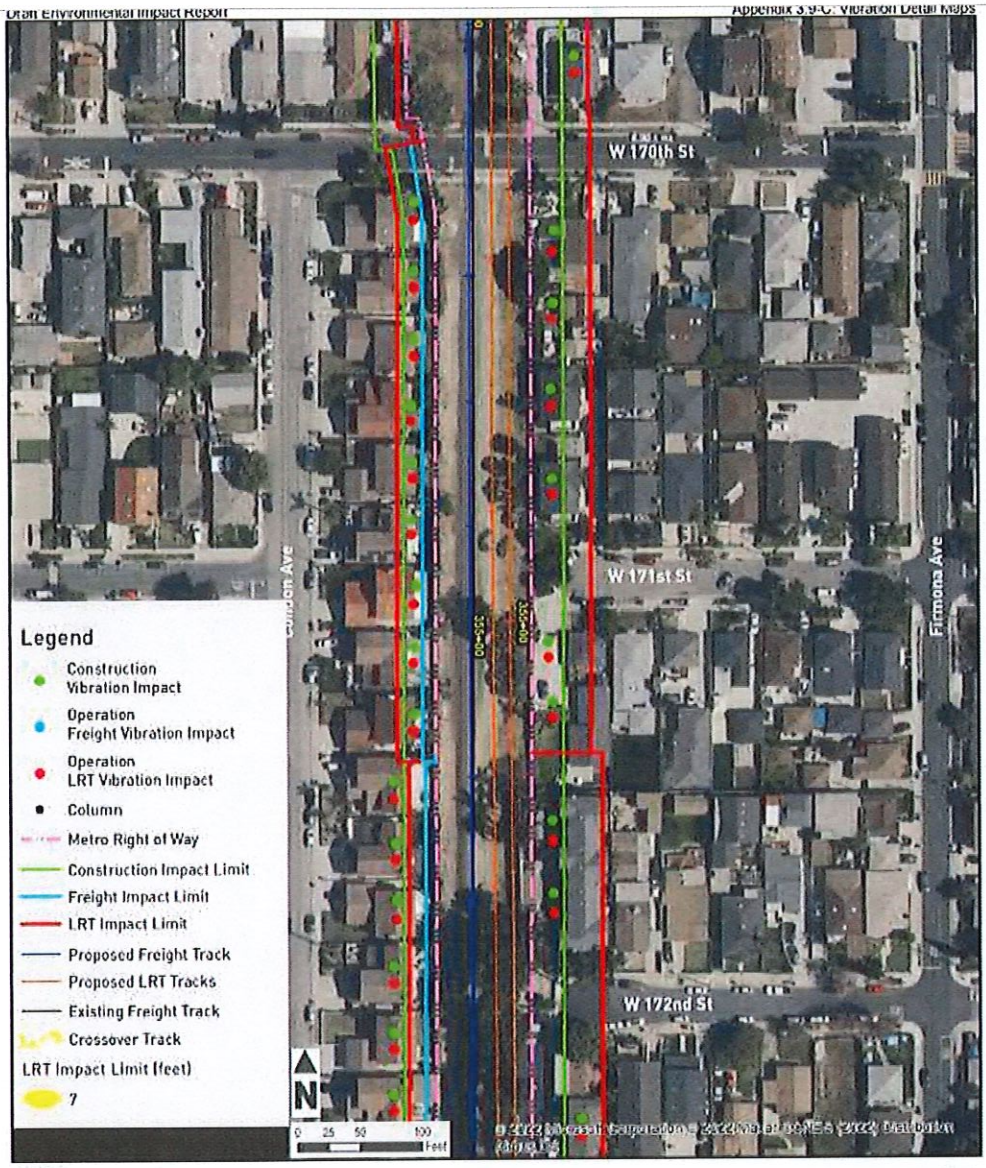


Figure 3.6-C11
Construction & Operational Vibration Impacts
Proposed Project

The above figure from the DEIR show how the residential areas will be impacted by both construction phase and the operational phase of the proposed Project and trench options. This affects all the residential areas along the ROW, with Lawndale having the largest area of potential residential impacts.

a. Section 3.6-1.2 Federal Regulations mention a potential mitigation by establishing a "quiet zone" with "no horn" restriction for the proposed

crossinngs. The DEIR states supplemental safety measures for the "quiet zone" areas. The proposed mitigation has not been studied or analyzed with the existing railroad crossing within the City of Lawndale. The DEIR is deficient in identifying the potential impacts of implementing quiet zones within the crossing areas.

b. Section 3.6-5, Mitigation Measures MM-NOI-1 Noise Control Plan: This mitigation does is deficient there is not specific plan to control noise. This mitigation is deferred.

c. Mitigation Measure MM-VIB-3: Pre- and Post Construction Surveys: This section states that the construction noise would be less than significant impact. This determination is not accurate as noise mitigation was not implemented correctly.

d. Page 3.6-49: The impacts of the combined noise of the light rail with the freight impacts are significant. No forms of mitigation or mitigation analysis are presented to reduce such impacts.

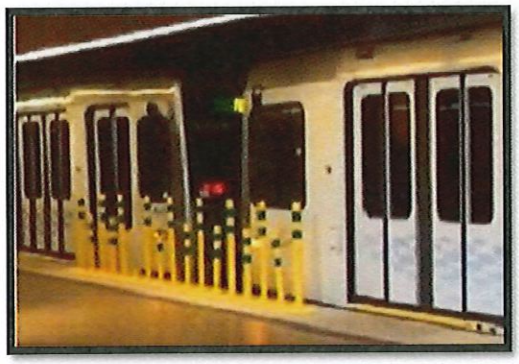
11. **Population and Housing:** The DEIR does not provide adequate analysis of the proposed Project as it pertains to the population and housing impacts that this Project will generate, which is required to be reviewed under CEQA. The analysis states the Project will have no impacts to population or housing in the DEIR. The DEIR fails to address or take into account that the proposed Project would induce substantial population growth either directly or indirectly and failed to identify the new housing laws around public transport.

    a. Property Inventory, Residential Impacts: Studies have shown that residential real estate properties that are adjacent and near rail lines are negatively impacted. The DEIR fails to provide information on the impacts to nearby residential. In addition, Metro must provide a detailed inventory of all properties that are located within a quarter (1/4) of a mile of the proposed light rail Project and demonstrate property that will be impacted.

    b. Homelessness Impacts: Railway setbacks, bridge undercrossing and ROWs are a draw to those experiencing homelessness. While social justice and social impacts issues are not always required in a CEQA analysis, such issues must be analyzed where the social impact issue will result in physical construction or changes to the environment. A draw to homeless populations in the Project area will not only result in direct changes to the environment in the form of transitory encampments but would also necessitate the construction of homeless shelters and/or other physical accommodations to the homeless population.

12. **Public Safety/Public Services:** Under 49 C.F.R. § 38.85, where light rail vehicles operate in a high-platform, level boarding mode, devices or systems must be provided to prevent, deter, or warn individuals from inadvertently

stepping off the platform in between cars. The intent of this provision, which has been a part of the DOT ADA regulations since September 6, 1991, is to require light rail systems to obtain suitable devices to assist with and prevent passengers from mistaking the gap between cars for a doorway and potentially falling onto the track bed. The regulation provides that appropriate devices include, but are not limited to, pantograph gates, chains, motion detectors, or other suitable devices. This document fails to identify how this issue will be addressed. Some examples of the existing barriers are shown in the following images:



"9.02 Standards For The Installation Of Barriers. When the separate right-of-way of an LRT system occupies the median of a divided arterial highway with fully controlled grade-separated access or is contiguous to such a highway, Caltrans'

standard barriers of the following types shall be installed under the conditions indicated":

Distance from Center Line of Track to Edge of Nearest Travel Lane on Roadway	Type of Barrier
36 feet or less	Rigid concrete barrier at least 32 inches in height above the roadway.
Greater than 36 feet up to 45 feet	Rigid concrete barrier as specified above or semi-flexible metal barrier (thrie, W, box or other comparable beam) at least 33 inches in height above the roadway.

Fire protection requirements: "11.01 Fire Protection Requirements. All LRT systems shall establish fire protection requirements to control potential fire hazards. The minimum requirements for underground segments of the LRT system shall be as specified in the Standards for Fixed Guideway Transit Systems published by the National Fire Protection Association (NFPA 130). The minimum requirements for all other segments shall be established by the LRT system based upon a documented engineering analysis of the factors affecting fire hazards and fire risks using NFPA 130 as a guide." The DEIR does not address this aspect of the CPUC requirements.

The proposed Project would have significant impacts on public safety services, during construction and during operation. Ambulances, fire trucks and police would be heavily delayed by the construction of the Project and its options which would last approximately 5-6 years. "...Closure of major arterial crossings due to trains can cause delays up to five to six minutes on streets such as Inglewood and Manhattan Beach Boulevard.. Delays on these major arterials cause delays at nearby intersections as well when queue length grows. The LOS (levels of service) declines at the intersections feeding adjacent to the major arterials where the queue length have grown due to crossing closures. In addition, the angle at which the railroad line traverses the mostly north-south orthogonal grid roadway system further exacerbates traffic congestion in that area." (Downey, Cheryl, Southbay Cities Railroad Study.)

- Several discussions in the DEIR present the theory that public safety services (e.g., response times) will not be significantly impacted because train crossings will only be "occasional" and because emergency services can simply "detour" around rail crossings. Both observations are without merit. As addressed further above, the frequency of train interruptions at intersections is much more than "occasional"—especially considering the current baseline condition

of only two trains per day. Further, while public safety/services vehicles *can* detour around train crossings, so will all other vehicles on the road. Hence, public safety response times will inevitably slow, along with all other traffic. Thus, the mere availability of detours cannot serve as a legitimate basis to disregard the negative impacts on public safety response times.

The DEIR proposed Project and its options will cause health issues. According to the Beach Cities Health District Multimillion Dollar Blue Zones Project research findings. " …Widening its main street and raise speed limit, which, Buettner (Blue zones CEO) said, 'creates stress, danger, noise pollution and air pollution'."

The DEIR does not evaluate public benefits to be provided by Metro for each City.

The DEIR has failed to include the disruption of resident's daily routines. William Green Elementary School and Environmental Charter High School are both one block east from the proposed light rail Project. The excessive number of daily trips from the light rail are not recognized, acknowledged, or mitigated. The number of daily trips proposed by Metro will create a significant impact on the children of residents attending the nearby schools. It is an utmost importance that children have a healthy and quiet environment to facilitate their education and safety. The DEIR has failed to demonstrate infrastructure mitigation measures consistent with the safe routes to school program that aims to increase public safety.

The picture below shows the proximity of William Green School to the ROW.

13. **<u>Traffic/Transportation Impacts:</u>** The proposed Project will have tremendous traffic environmental impacts on the regional and locally-based on the scale and scope of the Project. The DEIR is incomplete, deficient, inadequate and does not analyze traffic impacts to local roadways or to Caltrans freeways, including the

State Route 405. The DEIR failed to address traffic impacts or provide measurable mitigation measures. There is insufficient information or data to make any determination on potential impacts.

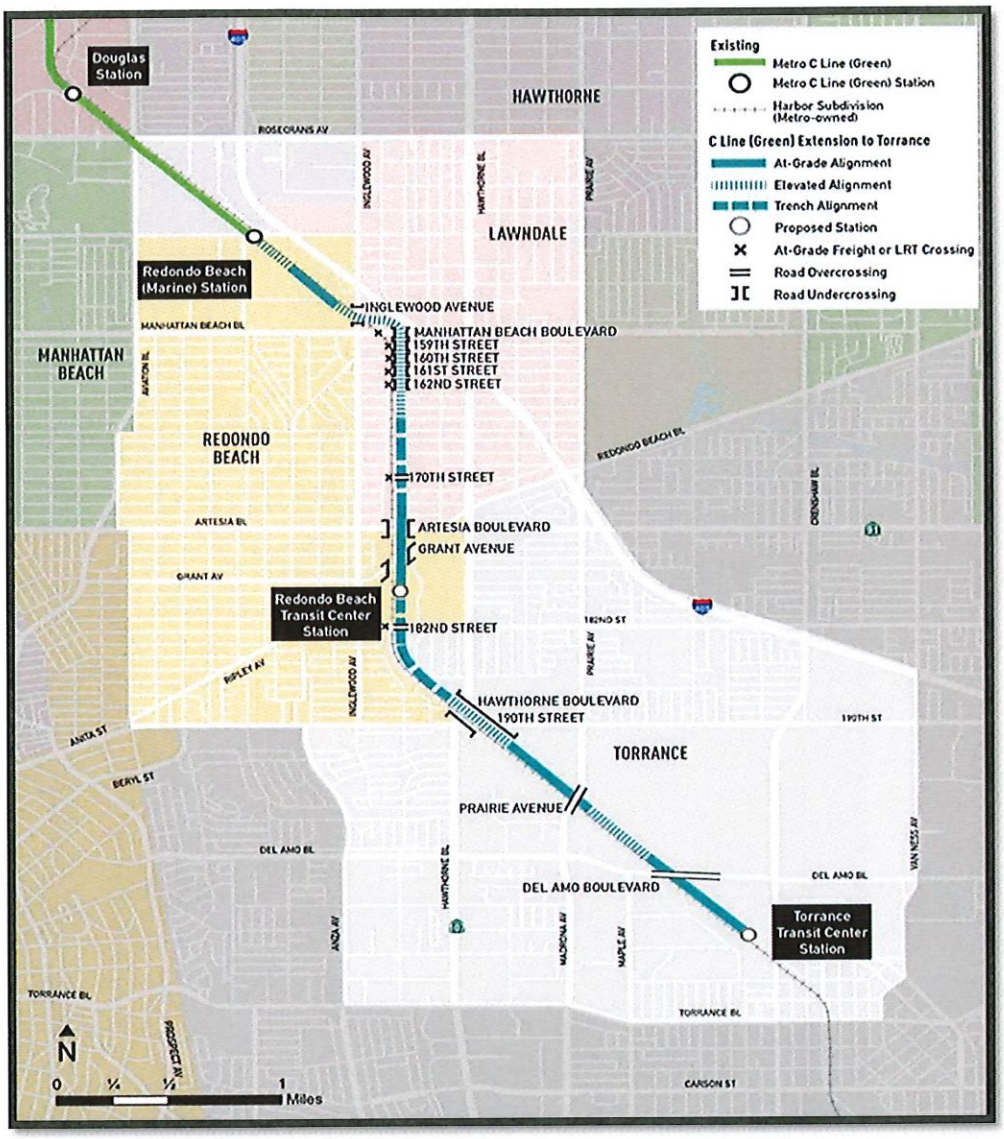
The DEIR states that Metro staff will prepare its recommendation on the preferred alignment in Spring 2023. It is not clear if the "preferred alignment" will be based on the 170th/182nd Grade-Separated Light Rail Transit Alternative, or if there will be potential for a hybrid alternative subject to the stakeholders' comments / public input they will be receiving.

Based on the review of the proposed Project and the presented options, the 170th/182nd Grade-Separated Light Rail Transit Alternative seems to be most relevant within reasonable Project alternatives to the proposed Project that could meet most of the basic Project objectives and substantially reduce or eliminate significant impacts associated with the Project.

- The Alternative states that "This Alternative would be entirely grade-separated with six over-crossings in the north (between Inglewood Ave and 162nd Street) and two below-grade crossings at 170th and 182nd Streets". However, the Figure ES-15 below shows that within the City of Lawndale just north of Artesia Blvd, there's a segment that is at grade. This needs to be clarified and effects (such as pedestrian bicycle and vehicular safety) on at-grade intersections need to be evaluated.

- Could impact freeway traffic, and street traffic near offramps, and increase further congesting of traffic.

Figure ES-15. Overview of 170th/182nd Grade-Separated Light Rail Transit Alternative



Indeed, the DEIR identifies the proposed Project's traffic impacts as significant and unavoidable. However, the Project's traffic analysis and the Project alternative analyses do not provide sufficient information to support the conclusion that traffic impacts cannot be feasibly mitigated under a less-intense Project alternative. Any one significant unavoidable impact requires disapproval of the proposed Project unless feasible mitigation measures or alternatives do not exist and specific benefits outweigh the significant impact. (Pub. Resources Code § 21081.) CEQA requires public agencies to deny approval of a Project with significant adverse effects when feasible alternatives or feasible mitigation measures can substantially lessen such effects. (Pub. Resources Code § 21002;

Sierra Club v. Gilroy City Council (6th Dist. 1990) 222 Cal.App.3d 30, 41.) The Legislature has stated:

> "[I]t is the policy of the state that public agencies should not approve Projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such Projects. . . ."

(Pub. Resources Code § 21002.) The CEQA Guidelines require an agency to "Disclose to the public the reasons why a governmental agency approved the Project in the manner the agency chose if significant environmental effects are involved." In order to implement this policy, the CEQA Guidelines specify that:

> "A public agency may approve a Project even though the Project would cause a significant effect on the environment if the agency makes a fully informed and publicly disclosed decision that: (a) There is no feasible way to lessen or avoid the significant effect..."

(CEQA Guidelines § 15043.) Feasible means "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors." (Public Resources Code § 21061.1.) Project alternatives remain feasible "even if these alternatives would impede to some degree the attainment of the Project objectives or would be more costly." (CEQA Guidelines § 15126.6(b).)

CEQA's purpose of avoiding, or substantially reducing, environmental impacts of a Project through the adoption of feasible alternatives is defeated where an EIR fails to ensure that information about potentially feasible alternatives is subject to public and decision maker review. It also fails when an EIR fails to include alternatives that actually reduce a Project's impacts below thresholds of significance. Smaller scale versions of the proposed Project that avoid or reduce significant impacts would meet most of the objectives and should be adequately analyzed in the EIR.

The objectives stated in the DEIR do not provide a Project of any specific size or scale, and, more importantly, all of the City's objectives could not be met with a scaled-down Project that requires little, if any, diversion from existing land use regulations. Furthermore, because this intense development will have unavoidable significant impacts on this site, off-site locations should be considered. Off-site alternatives should be considered when "significant effects of the Project would be avoided or lessened by putting the Project in another location." (Guidelines § 15126.6(f)(2)(A).)

The DEIR lacks information on how it will impact the City's General Plan Circulation and Safety Elements.

The DEIR fails to include a Traffic Operation Study ("TOS") document for any of the alternatives or options.

The DEIR refers to the City of Lawndale's 1991 General Plan/ Circulation Element and to the adopted 2015 General Plan/ Safety Element. Although Section 3.1 apparently attempts to address Policies 1 and 4, it totally ignores Policies 2 & 3. Specifically, Policy 2. C pertaining Master Transportation Plan, and Policy 3. A. pertaining to Street System, Levels of Service (LOS). (Reference Table 3.1-2)

Table 3.1-2. City of Lawndale – Relevant Regulations

Code/Goal/Policy	Description
City of Lawndale General Plan Circulation Element	
Policy 1B	Provide necessary facilities to balance all travel modes, users, and for a variety of trip purposes. Transportation modes are prioritized in the following order: vehicles, public transit, pedestrians, bicycles where sufficient ROW exists, and freight
Policy 3A	Require or provide adequate traffic safety measures on all roadways
Policy 4A	Reduce daily and peak hour vehicle trips
Policy 5A	Work with regional transportation agencies to establish criteria to implement transit improvements and develop short- and long-term transit service plans, corridor improvements, transit centers, park and ride lots, and the preservation of rights-of-way for commuter rail stations
Policy 5D	Work with regional transportation agencies to plan and implement a commuter rail system, including routes, location of stops, service schedules, feeder bus routes, parking needs, a transit terminal/park and ride lot, and funding
City of Lawndale General Plan Safety Element	
Policy SAF-4.4	Provision of adequate access for emergency vehicles and evacuation in all new developments

Source: City of Lawndale, 1991a; 2015

The DEIR refers to the VMT method very briefly, and ignores the LOS method which is referred to as a standard in the City's 1991 General Plan, hence lacks sufficient information on how each alternative would impact the City's Circulation Element.

Most of the DEIR lacks specific information pertaining each alternative, it is thus deemed to be incomplete and impossible to further comment on the Project's traffic/transportation impacts to the City.

14. **Tribal Cultural Resources:** The DEIR states that one Tribe proposed to be a part of the consultation process. It is the Lead Agency's responsibility to begin consultation with the Tribe within 30 days of receiving notice from the Tribe. The DEIR states emails were sent and no response was received. Best management practices would reach out to the Tribe by phone and formal mailed notice, not just an email contact.

15. **Utility Service Systems:** The DEIR fails to address how the proposed Project or its options will meet the requirements of the California Public Utilities Commission. The CPUC has safety rules and regulations for light-rail systems

including breaks, construction. Lighting on light-rail vehicles, speed, fire protection, traction etc. The DEIR is deficient in providing this information. There are sections in the DEIR where it is mentioned that CPUC approval is required for the Project, but descriptions of such approvals or standards therefore are lacking.

DEIR page 2-48, under the Project Description, ambiguously states that some existing utilities would need to be relocated. There are some major power lines located near the Hawthorne option by the 405. The approach as to how that will be handled is not described in the document; the description for this option and potential utility work is deficient.

The comments described above certainly do not represent a complete list, but are demonstrative of the fact that there are many issues related to the proposed Project that were not adequately addressed in the DEIR. Lawndale incorporates by reference other public comments submitted upon the DEIR.

CEQA was enacted to promote environmental protection and encourage governmental transparency. (*Citizens of Goleta Valley v. Bd. of Supervisors (1990) 52 Cal. 3d 553, 564.*) CEQA requires full disclosure of a Project's significant environmental effects so that decision makers and the public are informed of these consequences before the Project is approved, to ensure that government officials are held accountable for the consequences. (*Laurel Heights Improvement Ass'n of San Francisco v. Regents of the University of California* (1988) 47 Cal.3rd 376, 392.) In order to satisfy CEQA and protect the quality of life in the surrounding region, Lawndale requests that if the Project is not rejected outright, that the DEIR be revised to address the deficiencies identified in these comments and be recirculated to the public prior to preparation of a final EIR.

The members of the Lawndale City Council would like to make it clear that the City has significant concerns about the proposed Project, as is presented in the DEIR. Furthermore, we encourage Metro to work with Lawndale, as well as the communities adjacent to the Project site, to arrive at a solution that is a benefit, rather than a burden, to the surrounding area as a whole.

Sincerely,

Robert Pullen-Miles
Mayor

Cc: Members of the Lawndale City Council
Members of the Lawndale Planning Commission
Members of the South Bay Council of Governments
Metro Board

CITY OF
TORRANCE

GEORGE K. CHEN
MAYOR

January 21, 2026

Honorable Fernando Dutra, Chair
Los Angeles County Metropolitan Transportation Authority
Board of Directors
One Gateway Plaza
Los Angeles, CA 90012

RE: Item 11 – C Line Extension to Torrance Final EIR – SUPPORT STAFF RECOMMENDATION

Item 11.1 – Mitchell/Sandoval/Dupont-Walker Motion – OPPOSE

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

On behalf of the City of Torrance, we write to express our **strong support for Item 11**, Metro staff's recommended Locally Preferred Alternative (LPA) also known as the Right-of-Way (ROW) Hybrid Option for the C/K Line Extension to Torrance, and to **strongly oppose Item 11.1**, the counter-motion introduced by Directors Mitchell, Sandoval, and Dupont-Walker that would select the Hawthorne Boulevard Alternative.

The staff-recommended Locally Preferred Alternative (LPA) utilizes existing Metro Right-of-Way to deliver a 4.5 mile, fully grade-separated light rail extension, avoiding encroachment on the I-405 Freeway and minimizing impacts to businesses, traffic flow, and parking along Hawthorne Boulevard. According to Metro's assessments, it is also the most cost-effective and time-efficient option, offering the fastest delivery timeline and nearly $800 million in construction cost savings compared to the Hawthorne Boulevard Alternative.

By contrast, the Hawthorne Boulevard Alternative would inflict catastrophic economic harm on the City of Torrance, the South Bay region, and Los Angeles County as a whole. This option would place a fully elevated light rail structure down the center of Hawthorne Boulevard, the South Bay's primary commercial pathway, requiring an estimated five to seven years of disruptive construction. Travel lanes would be reduced, access to businesses restricted, parking eliminated, and congestion significantly worsened for the more than 70,000 motorists who use the corridor daily.

Construction of the Hawthorne Boulevard Alternative would require years of lane reductions, road closures, and parking elimination along this critical corridor, resulting in:

- Severe traffic congestion throughout the South Bay
- Reduced visitor and shopper access to Torrance businesses
- Permanent loss of customers who find alternative shopping destinations
- Business closures and job losses that may never recover
- Cascading economic harm across the entire South Bay region

The Board must understand what is at stake. Torrance is the third highest sales tax generating city in Los Angeles County and home to Del Amo Fashion Center, the largest shopping center in Los Angeles County and the second largest in California. They receive as many annual visitors as Disneyland, generating billions in economic activity that support jobs, schools, and public services not just in Torrance, but across the entire region.

The economic consequences of the Hawthorne Boulevard option extend far beyond Torrance and would result in substantial, measurable losses:

Impact Category	Annual Exposure	5-Year Exposure
State Sales Tax Revenue at Risk	**Over $357 Million**	**Nearly $1.8 Billion**
LA County Sales Tax Revenue at Risk	**Nearly $164 Million**	**Over $818 Million**
City of Torrance Sales Tax Revenue at Risk	**Over $28 Million**	**Over $142 Million**

These are not speculative figures. They represent real revenues generated specifically along the Hawthorne Boulevard corridor in Torrance, revenues that fund real schools, real services, and real families throughout Los Angeles County. The $164 million in annual impact stems directly from reduced sales tax collections in Torrance - collections that fund Proposition A, Proposition C, Measure R, and Measure M obligations.

The City of Torrance has consistently supported extending light rail to the South Bay using the existing Metro Right-of-Way through the Locally Preferred Alternative (ROW Hybrid Option) since 2018. This position has been endorsed by the Torrance City Council, and is supported by the Torrance Planning Commission, Torrance Traffic Commission, Torrance Auto Dealers Association, Torrance Chamber of Commerce, Downtown Torrance Association, South Bay Forward, the League of Women Voters, Move LA, and more than 1,000 Torrance residents and businesses.

Most recently, on March 12, 2024, the Torrance City Council once again reaffirmed its long-standing support for the ROW Hybrid Option. This position reflects years of careful evaluation, extensive public engagement, and alignment with Metro's own technical analysis.

Under the ROW Hybrid Option, the C/K Line Extension would support increase revenue generation and job creation while providing residents of Redondo Beach, Lawndale, Torrance, and Hawthorne with a seamless connection to the LAX People Mover and the broader Metro C and E Line systems. The alternative leverages prior public investments and delivers meaningful regional mobility benefits without inflicting unnecessary harm on existing communities.

The counter-motion argues that "lower cost should not be conflated with best value." We respectfully but firmly disagree. The nearly $800 million cost difference is not a rounding error; it represents funds that could address other critical South Bay transportation needs. Moreover, the counter-motion's reliance on a *draft* Caltrans policy that has not yet been finalized introduces unacceptable risk and uncertainty into the decision-making process.

The counter-motion further suggests that construction impacts can be "mitigated" through business support programs. However, no mitigation program can adequately compensate for five to seven years of restricted access to the South Bay's primary commercial gateway. Shoppers and visitors who are unable to easily access Torrance will seek alternatives elsewhere, and many may not return.

The Metro Board's decision on Item 11 and 11.1 will shape the South Bay's transportation and economic future for decades. We respectfully urge the Metro Board of Directors to:

✓ **VOTE YES ON ITEM 11** – Approve Metro staff's recommended Locally Preferred Alternative (Hybrid ROW Option)

✗ **VOTE NO ON ITEM 11.1** – Reject the Mitchell/Sandoval/Dupont-Walker counter-motion for the Hawthorne Boulevard Alternative

The South Bay has waited decades for quality light rail service. The staff-recommended Hybrid ROW Option delivers that service faster, at a lower cost, and without destroying the regional economy in the process. We respectfully urge you to make the responsible choice.

Respectfully submitted,

[redacted]

George K. Chen
Mayor, City of Torrance

cc: Stephanie Wiggins, CEO, LA Metro
Supervisor Janice Hahn, 4th District
Supervisor Holly J. Mitchell, 2nd District
All Metro Board Members
Torrance City Council

Join the Coalition! Add your signature here to affirm your support for

Alternative 1 Metro Railroad Right-Of-Way (ROW) for the C-Line Rail Extension to Torrance

L.A. Metro is planning more rail in the South Bay. This will severely impact residents and businesses in Torrance if the C-Line (Green Line) goes down Hawthorne Boulevard. Let's keep the C-Line on the Metro Right-Of-Way (ROW) and off Hawthorne Boulevard. Visit translt.torranceca.gov for more information.

Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
Chastahnii Tyson	[redacted]					3/4/23
Rebecca Wong						3/4/2023
Keith Kumamoto						3/4/23
Mari Frances Trivelli						3/4/23
Monica Lee						3/4/23

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
[redacted]						3/4
Christie Shrosk						3/4/23
Jennifer Shrosk						3/4/23
Emily Hubert						3/4/23
[illegible]						3/4/23

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
Michele Cybula	[redacted]					3/4/23
Sylvia Martinez						3/4/23
Jim Grau						3/4/23

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
Mindy H Friess	[redacted]					2/15/13
DANIEL AGHCRAFT						AFT DESIGN CO 15 FEB. 2

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
SALVADOR VEGA	[redacted]					2/7/23
GABRIELE JAVATE						2/7/23

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
Sarah Bair	[redacted]					2/4/23
Eloise Perrochet						

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
Elaine Thompson	[redacted]					2-15-23
CHARLES SALUENAS						11
Janet Payne						2/15
Linda Brave						2/15/23
Philip Friess						2/15/23

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
Sue Herbers	[redacted]					2/7/23
Ting Eddings						
Rafael Ortiz						2/7/23
Angie Cho						2/7/23
Alva Cho						2/7/23

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
Frank Gey	[redacted]					2/06/23
Arturo Oliva						
Lisa Lane						
Wayne Rodgers						2/6/23
Danielle Rodgers						2/6/23

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
Gabriel Colyer	[redacted]					2/4/23
Cheri Weeks						2/4/23
Melissa Wetzel						2/4/23
LARRY BELOW						2/4/23
Michele Scott						2/4/23

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
Peter Tom	[redacted]					2/4/23
Jamie Tom						2/4/23
Micaela Tom						2/4/23
Kylie Tom						2/4/23
MICHAEL HAH						2/4/23

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
Susana Santiago	[redacted]					2/4/23
Dianarose Henderson						2/4/23
Jerry Pupa						2/4/23
Flora Khaw						2/4/23
Ester Kim						

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
Phil Guerrin	[redacted]					2-4-23
Greg Wilson						2-4-23
Cara Gottschalk-Jacobson						2-4-23
Rusty Hunter						2/4/23
Angelique Hartley						

Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
Daniel Sam	[redacted]					11-24-22
Tim Vadney						11/27
Deborshi Dasgupta						11/24/22
Jonathan Selse						
CARLOS MATSUYA						
[illegible]						
[illegible]						

Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
Stephanie Tanimoto	[redacted]					1/5/22
[illegible]						1/5/22
Mary Bliss						1/5/22
Paula Straw						1/5/22
[illegible]						1/5/22
[illegible]						1/5/22
[illegible]						1/5/22

Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
Cathy Hardgrave	[redacted]					11/24/22
William MacNeil						24-Nov. 2022
Jodie						11/25
Mimi O'Brien						11/25/22
Larry Basile						11/25/22
Jared Christensen						11/24/22

Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
Kenneth Kawamura	[redacted]					11/30/22
Yingjing Zhang						
Rich Vezis						11-30-22
Nancy Eichhorst						11-30-22
Johnathan Smith						10-30-22
STEVEN CALL						11/30/22
Jennifer Call						1130/22

Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
Betty Rodman	[redacted]					11/24
Tanya Rodman						11/24
SUSAN McNASSER						11/24
Sam King						11/24
SEAN WEE						11/24
Adam D'Sanio						11/24
Elaine Wiggins						11/24

Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
Jordan MacDonald	[redacted]					11-30-2022
Brianna Donnelly						11/30
Stan Tam						
Shirley Jones						
MIRIAM						S GOM

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Alternative 1 Metro Railroad Right-Of-Way (ROW) for the C-Line Rail Extension to Torrance

L.A. Metro is planning more rail in the South Bay. This will severely impact residents and businesses in Torrance if the C-Line (Green Line) goes down Hawthorne Boulevard. Let's keep the C-Line on the Metro Right-Of-Way (ROW) and off Hawthorne Boulevard. Visit transit.torranceca.gov for more information.

Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
Joe Miller	[redacted]					11/30
Shane Cali						11/30/22
James Vaughan						11/30/22
Fox, Victoria						11/30 2022
Hersy Martin						11/30/22

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
Ramona Miller	[redacted]					
RICK RAMIREZ						
Yolanda Cayo						
Bobbi Schotts						
Monica Valcarcel						11/30/22

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
Becky	[redacted]					
Jayde						
Adrian						
Jon Fitzsimmons						
John Solis						

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
Chang Lee	[redacted]					
Yvonne Huang						
Melissa Clark						
Darlene Simons						
Rico Chang						

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
San Vuong	[redacted]					11-30-22
Linda Telles						11-30-22
John Paul Tabaktan						11/30/22
Michelle Johnson						11/30/22
Patricia McCarthy						

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
Linda E Williams	[redacted]					11-15-22
CELIA BERNA						

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
GEORGE WARE	[redacted]					11/22/2022
MIKE A						11/22/2
DENISE DUNKEL						11/22/22
Jyoti Trueblood						11/22/22
Howell Hardison						11/22/22

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
Thomas Brewer	[redacted]					11-22-22
NADEGE SCHOENFELD						11.22.22
Ellen Rankin						11-22-22
Amy Linzer						11-22-22
Marie Miyashiro						11-22-22

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
JENNIFER SILVER	[redacted]					11/22/22
Takako Ogawa						11/22/22
MARIA BROWN						11/22/22
Evelyn Rull						11/22/22
Joyce CHOW						11/22/22

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
Erin Holloway	[redacted]					11/22
Amy Fields						11/22
James Goodrich						11/22
Randy Beeson						
Arlen Perlstein						11/22

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
Leah Ruckle	[redacted]					22 Nov 2022
Aurene Ilag						22 NOV 22
KEVIN KUNG						NOV. 22 2022
Georgiann Del Beste						11/22/22
Joanne Wess						11-22-22

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
Gavranga Pradhan	[redacted]					11/22/22
Spencer Steele						11/21/22
Akeron Cooper						11-22-22
Dennis Rodriguez						11/22/22
Burrilla						11/22/22

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
Sitmar Irwin	[redacted]					
Timothy Gould						
Sylvana Tamura						11/25
James Watkinson						11/25
Allen Fatemi						

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
MELODY LAWRENCE	[redacted]					12/12/22
ROSIE Javaid						12/12/22
Ann Wolfsu						12/12/2
Nancy Cast						12/12/22
MARK MICHALSKI						12-12-22

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
Nancy Castle	[redacted]					11/12/22
Ron Castles						11/12/22
Laurie Craig						12-12-22
Susan Niemeyer						12/12/2
ANDREA REILLY						12/12/22

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
GEOFF GUERRERO	[redacted]					12/12/22
Susan Siani						12/12/22
Karen Yamamoto					d.com	12/13/22
JOHN FLEMING						12:13 pm
PAULA JoANNE HANDEL						12/13/22

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
Laurie Love	[redacted]					12-13-22
Dennis Bosch						12/13/22
Lee Dorsey						12/13/22
CAROL COTA						12/13/22
Denise MONTGOMERY						12/13/22

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
BRIAN CONNETT	[redacted]					12/13/22
BRIAN LEINALLEN						12/13/22
Jennifer Fanton						12/13/22
BONNEY LARSON						12/17/22
Ernie Gonzalez						12/17/22

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
EUGENE BROWN	[redacted]					12-17-22
Jennifer Levi Pruitt						12-17-22
TOM HIRSHFIELD						12/17/22
Emily Escalante						12/17/22
Kim Barr						12/17/22

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
SUKANYA	[redacted]					12/17/22
Jonathan Porter						12/17/22
JAMES LAKE						12/17/22
ELIZABETH BLANCO						12/17/22
[illegible]						12/17/22

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
Shawn Mcclyn	[redacted]					12/17/22
HIRO KANEGAI						12/17/22
Monika Kramer						12/17/22
Daniel Martinez						12/17/22
Alejandro Lopez						12/17/22

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
Edsel Fanega	[redacted]					
David Keeling						17 Dec. 2022
Jeremy Lim						12/17/22
Nina Dang						12/17/22
Matthew Lawrence						12/17/22

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
Maria Torres-Jauregui	[redacted]					12/17/22
Tomas Kunyal						12/17/22
Alma Torres-Jauregui						12/17/22
TONY KWAN						12/17
Mario Acuña						12/17/22

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
Reagan Wov	[redacted]					12/17/22
Caroline Falk						12/17/22
Aires Batungbakal						12/17/22
JASMIN KING						12/17/22
Sarah Acuña						12/17/22

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
J. T. SCANLIN	[redacted]					12/20/22
Rob Hammond						12/20/22
Robin Petelka						12/20/22
Donna Gatz						12/20/22
Kathy Peck						12/20/22

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
LEILA V. WOODS	[redacted]					20 Dec 2022
KURT NIEBUHR						12/20/22
Lance Gray						12/20/22
MARIA MARSELLA						20/12
Jill Stranger						12/20/22

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
Frank Geyer	[redacted]					12/20
Terry Lee						12/20
Mike Dangkhoukha						12/20
Stacie Maddangbayan						[illegible] 12/20
Bryan Henderson						12/20

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
Jaesang Lee	[redacted]					11/21/23
PAUL SABEN						9/21/23
DAN CLOUTIER						
Ron						11/21/23
Lauren						11/21/23

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
Stefanie Barnfield ARNAZZI	[redacted]					1/21 2023
Matthew J. Quain						1/21 2023
Benjamin Green						1/21/23
Jon Binkley						1/21/23
Lauren Dunning						1/21/23

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
ENRIQUE Lopez	[redacted]					1-21-23
JOHN ARNAZZI						1.23.23
MARY QUINN						4/21/2023
Jenny Ogasawara						1/21/2023
Sherry Fong						1/21/2023

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
John Sullivan	[redacted]					11-22-22
Erica Smithwick						11-22-22
June Kashima						11-22-22
Lela Rondeau						11-22-22

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
FORREST BLEAKLEY	[redacted]					12/15
KARIN COZZOLINO						12/15
Michael Cozzolino						12/10
John McCarth						

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
Megan Hamilton	[redacted]					
Sandra Ross						
Ethan Hsu						
Jaime Gonzalez						

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
Bill Bell	[redacted]					
Jamie Bell						
ALEEM AZZ						
Jolene Millington						

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
Michelle Ramirez	[redacted]					11-21-22
ALEX HERRERA						11-21-22
MARK DUNN						11/21/22

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
[illegible]	[redacted]					11/7/22
Elyse Imamura						11/8/22
Jeffrey Wi[illegible]						11/19/22

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
Penna M. Heise	[redacted]					12/22/22
FAB141 Emmanuel						12/22/2
Clifford Heise						12/22/22

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
Georgia Acuña	[redacted]					12/17/22
Connie Law						12/17/22
Vivienne Lee						12/17/22

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
Ayla Acuña	[redacted]					12/17/22
Marylee Mar						12/17/22
Ellen Lee						12/17/22

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L.A. Metro is planning more rail in the South Bay. This will severely impact residents and businesses in Torrance if the C-Line (Green Line) goes down Hawthorne Boulevard. Let's keep the C-Line on the Metro Right-Of-Way (ROW) and off Hawthorne Boulevard. Visit transit.torranceca.gov for more information.

Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
[redacted]						1/17/23
						1/17/23
						17 JAN 2023

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
Vicki Gilliland	[redacted]					9/22/22
Karen Pryor						9/22/22
Laurie Porter						9/22/22

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
Jessalyn Bolkema	[redacted]					11/30
Kyle Brubaker						11/30

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
FERN RUIZ	[redacted]					12/13/22
Debbie Hawks						12/13/2022

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
Gloria Nakashima	[redacted]					
Susan Ludwig						

Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
Linda Holliday	[redacted]					11/05/22
SANDRA HOLLIDAY						11/5/22

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
Ronald Castles	[redacted]					2/12/23

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
LAURA RUBIO	[redacted]					9/28

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
TOM NGUYEN	[redacted]					9/15/22

Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
Sacha Ohara	[redacted]					9/12/22

Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
James Hill	[redacted]					11/30/22
Joe Lazar						11/30/22
Michelle Valcarcel						11/30/22
Amanda Mussett.						11/30/22
Lana Tran						11/30/22
Margaret Kline						11/30/22

Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
Sarah Peary	[redacted]					
Trent Yoki						
Kristin Peary						
Mich Yoshim						
Monica Simon						
Young Pip						

Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
Marsha	[redacted]					9/15/22
Sergio Tabano						9/15/22
Lucia Ochoa						9/15/22
Anthony Vasquez						9/15/22
Sylvia McKinney						9/15/22
Luke Campbell						9/15/22

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
Nancy Griffith	[redacted]					11/19/22
Richard Scholl						11-19-22
Cor Van Diepen						11/19/22
Monica Solares						11/19/22
ROBERTO VILLACARLOS						11/19/22

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
Ronnie Saenz	[redacted]					11/18/22
Kathy Swanson						11/19/22
Chase Thacker						11/19/22
Edward Jones						11/19/22
Steven Alvina						11/19/22

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
Laurie Porter	[redacted]					11-19-22
Katrina Johnson						11-19-22
Sophia Chairez						11-19-22
JOHN Thomas						11-19-22
MARY ANN MARTIN						11/19/22

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
Brandon Tor	[redacted]					11/19/22
YU Ping						11/19/22
Ben Huyen						11/19/22
Luca Young						11/19/22
MONDO						11/19/22

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
Rhiner Kaiser	[redacted]					11/19/22
MARK BREZA						11/19/22
J. M Specht						11/19/22
Charles Chee						11.19.22
G. FELOMIN						11/19

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
Jarvis Leung	[redacted]					11/19/22
Jean Jun						11/19/22
Lauren Chui						11/19/22
Shawn Miyake						11/19/22
Jon Abery						11/19/22

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
LYCE OKAMURA	[redacted]					11-19-2022
SUSAN [illegible]						11/19/22
Dan Hudson						11/19/22
[illegible]						11/19/22
Erika Lytle						11/19/22

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
William B Collins	[redacted]					11/19/22
Hector Chavez						11/19/2022
EVELYN DAVALOS						11/19/22
Sidhoi Saephan						11/19/22
Ashwini						11-18-22

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
[redacted]						9/28/22
Michael Brent						9/22/22
Larry Hoberman						9/22/22
DAWN SALVATORE						9/22/22
Jenny Fancil						9-22-22

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
Dawn Holman	[redacted]					11/5/22
Han Choi						11/5/22
TUNG DANG						11/5/22
Lizeth Jaramez						11/5/22
Elean Trujillo						11/5/22

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
Aaron Villalobos	[redacted]					11/19
Jeff Jacobs						11/19
Alison Pratt						11/19
Frances V.						11/19
Douglas Delany						11/19

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
[redacted]						
Dean Adams						11/24/22
Liza Vela						11/24/22
Cynthia Wong-Ogata						11/24/22

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
Kyle Hernandez	[redacted]					11/24/22
Chi Cao						11/24
Ed Arenberg						11/24/22
Adriana A.						
Amy Marie Hunzel						11/24

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
[illegible]	[redacted]					10-22
Maribel Hurtado						
Michael Kilby						11/10/22
Jim Greenhaw						11/10/22
Samira Hakash						11-10-22

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
Terry Lewis-Raigo	[redacted]					11/10/22
Bob Hasse						11/6/22
Phyllis Jew						11/10/22
Debbie HARDER						
KATHLEEN R. FRANCZAK						11/9/22

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
ROBERT COLTER	[redacted]					11/10/22
MARTHA COLTER						11/10/22
Amber Klain						11/10/22
Mark Eastman						11/10/22
MARIA KARLSON						11/10/22

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
Mary Luther	[redacted]					11/10/22
RICHARD PEARCE						11-19-22
Jacqueline Zambrano						11-19-22
TONY ZAMBRANO						11/19/22
Steve Gerlach						11/19/22

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
Andrew Wang	[redacted]					11/24
Junyoh Ha						
Andrew McKay						11/24
Donna Lopez						
Karen Greenberg						11/24/22

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
Guadalupe Maldonado	[redacted]					9-15-22
Zac Houchin						9/15/22
Karla Sant						9/15/22
Joanna Ortiz						9/15/22
Roger Oberle						9/15/22

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
FRANK GEYER	[redacted]					
LORI GARY						
LUZ LOMONICO						
DENISE COUCY						
SOPHIA NUNU						

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
Stephanie Ellis	[redacted]					12-17-2
Dennis King						
Tyrone Rivers						
Sam W						
Robin Eisenberg						12-19-22

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Printed Name	Signature	Affiliation	Mailing Address	Phone Number	E-Mail Address	Date
Arthur Quintana	[redacted]					11/22/22
Frank Geyer						
Orlando Del Mundo						11/22/22
Rosario M.						11/22/22
Renee Wine						11/22/22

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Rahul Simlote

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Jill Reed

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

resident/homeowner

If you would like to be updated about this project in the future, please add your phone number or email address.

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Yea

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Yea

If you would like to be updated about this project in the future, please add your phone number or email address.

Yea

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Sharon Wu

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Seema Turner

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

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Would you like to leave any comments regarding this project?

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Alexandros Martinez

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Patricia Spiegel-Giglio

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Property owner along both proposed routes - Manager 884 Holdings LLC

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Wilson Ly

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Joshua Gomez

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Joseph Tevita Rocha

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

I do not stand for the alternative to construct a railway thru Hawthorne Boulevard. I am a resident

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Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

James Fearn

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Pacific Lutheran High School

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Jenifer Frial

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Shauna Law

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Jeanne Fisher

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

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Would you like to leave any comments regarding this project?

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Jacques Monier

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Paula Gates

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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David Lin

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Mark Navarra

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Business: Jerome's Furniture

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

A metro line down the center of Hawthorne would destroy businesses!!!!

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Annette Weisse

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

Option 1 that connects the train to both the Redondo Beach and Torrance transit centers makes the most sense and my family would use it the most.

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Tommy Louviere Jr

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

N/A

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

I've seen on several busses that help is wanted. I currently go to UTI doing auto/diesel and would like to learn more on how the transit operates from a deeper stand point. Wanting to learn from experts in the field and help deepen my knowledge.

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Tommy Louviere Jr

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

I've seen several help wanted signs. Currently a student at UTI auto/diesel. Would love you learn from experienced techs who can help me gain more knowledge of being a tech.

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Jacqueline Cysneros

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

Travel to Torrance frequently and Surrounding areas

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Anson Tran

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Day worker in the city of torrance

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

I currently work in the City of Torrance along Hawthorne Blvd and I would hate to see this road experience more traffic. I support the light rail coming down using the right of way.

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Peter Nguyen

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

Keep the rail on the train track. No reason to bring it on Hawthorne

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Zac Lee

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Phat M.

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Business

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

I work in the City of Torrance and would like to support the rail coming down into Torrance. However, it should not use Hawthorne Boulevard as that would make traffic worse. keep

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Anne Swanson

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

I’m a hair stylist working in one of the shops on Hawthorne. I would hate to see more traffic on this road during my commute. Please keep the rail on the rail road track. It makes more sense that way.

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Eddie Harris, Jr.,

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Andrei Yermakov

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

Alternative #1 - Metro ROW

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Lilia Yermakova

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Norberto Estrada

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Martha Shetter

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

Please stop this project off Hawthorne Blvd, if not then we move. Lived here for 65 years.

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Nao pabalan

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident, employee

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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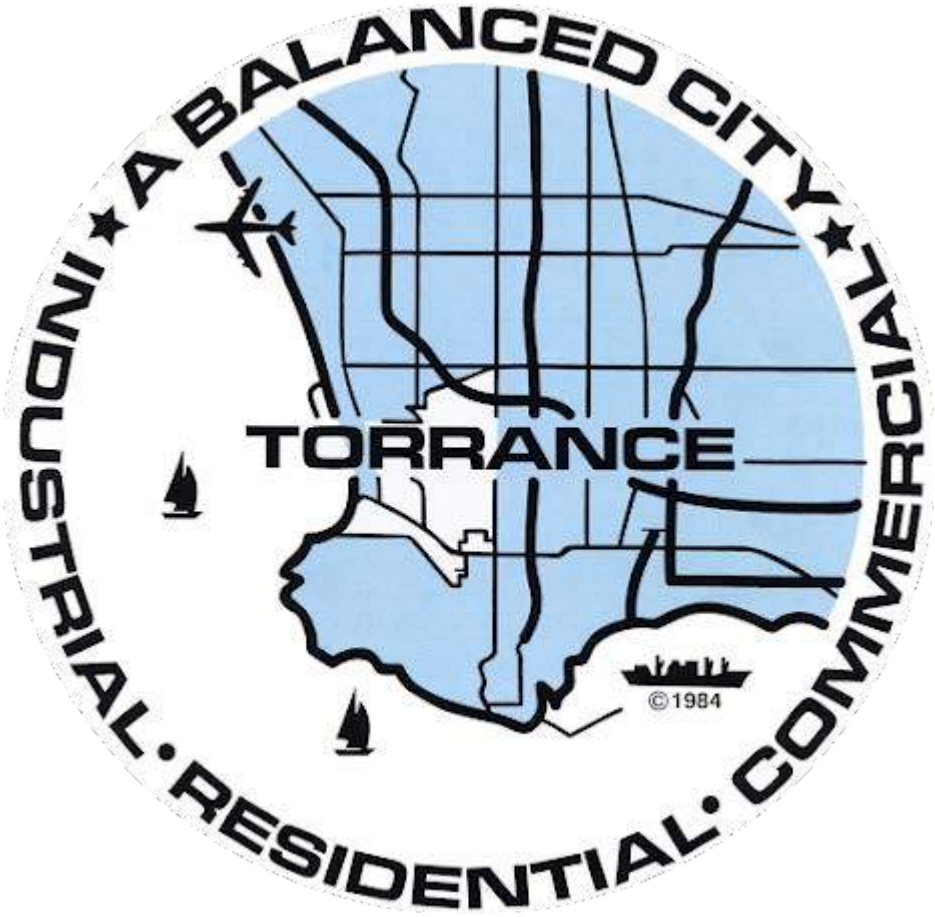

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Alan Pabalan

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Randy Shetter

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

I have numerous negative comments on this project's placement. First of all, there is already an area for a railroad system at the ROW. It makes no sense to tear up Hawthorne Blvd. when there is already a ROW system nearby. The residents at the ROW were aware of the tracks when they moved to that location. The train tracks at the ROW have been at that location for over fifty years.

I have lived at my residence [redacted] for forty years with no awareness of a train to be put in on Hawthorne Blvd. The Metro train system would devastate the neighborhood on the east side of Hawthorne Blvd. south of Artesia. As a result, the property values in this neighborhood would drop. The noise from night and day construction would be a nightmare for those who live adjacent to the construction. Additionally, once the train has been built, the noise from the train would also impact the area.

At the ROW there will be noise mitigation in the form of a wall, a trench system for the tracks, and a walking path for the residents. For us on the Hawthorne Blvd. option there is none of that for these residents. So, we will have to live with constant noise and vibration from the project, both during construction and after construction.

Redondo Beach is already building its transit center at the ROW, so why would the train not stop there. It makes no economic sense to use Hawthorne Blvd. when there already is a ROW with a transit center being built at that location.

If the train is to go down Hawthorne Blvd, the City of Torrance would lose numerous businesses as a result of the train. And this would be a negative impact to the City of Torrance. Additionally, the construction of this project would heavily impact an already congested road system at Hawthorne and Artesia.

Finally, another impact of the train going down Hawthorne Blvd. is that the train system would be under the enforcement of the Sheriff's Dept. The Torrance PD would have very little enforcement in this area. As a result, crime in this area would go up.

The Metro system has admitted that the program has not been fully funded, so this in itself is a poorly organized project. There is nothing good about this project coming down Hawthorne Blvd. and into Torrance.

Thank you.

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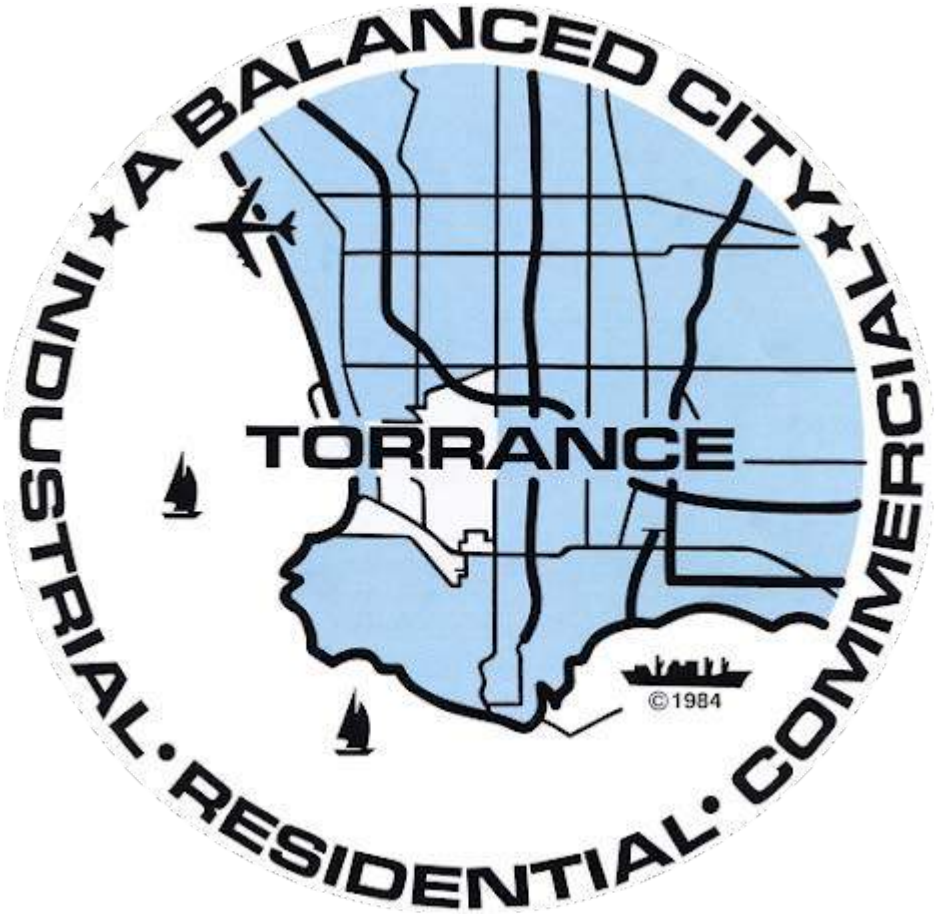

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

jason nishiyama

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

city of torrance employee

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

David Cobb

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

Extension of rail with its own ROW is critical to improving traffic congestion and adding options to the Southland.

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Devin Valdez

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

Please give the Right of Way to the train rather than cars when it is at-grade. We want to encourage more people to ride the train. If the train is stuck in traffic, the argument to get people out of their cars is less strong.

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Jordyn Kieft

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

I support rail guards to give the train right of way

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Jacqueline Ecklund

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Torrance Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Tiffany Lopez

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Lita Garcia

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Melanie Dreike

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident & President West Torrance Homeowners Association

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Christopher Dreike

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

Scrap the entire project saving the taxpayers hundreds of millions. Tear down the terminus station on Crenshaw Blvd and replace it with affordable housing with adequate parking.

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Rosa Fontana

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Victoria Parrish

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Abdulvahob Nabiev

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

M D SMITH

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Local Government

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

ROW is the most cost effective, least intrusive, and best alternative to providing excellent transportation opportunities to the South Bay.

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Hunter White

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Mary Napoleone

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Kristina y

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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James Ecklund

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

John Flanagan

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Google Forms

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Stefan Ecklund

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

This content is neither created nor endorsed by Google.

Google Forms

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Eric Caro

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

Have the metro green extension line ,run along side on the current rail tracks in Redondo Beach, to connect and end in The City of Torrance.

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Google Forms

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Stephanie Ishioka

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

I support the ROW. It makes sense from a financial and business point of view.

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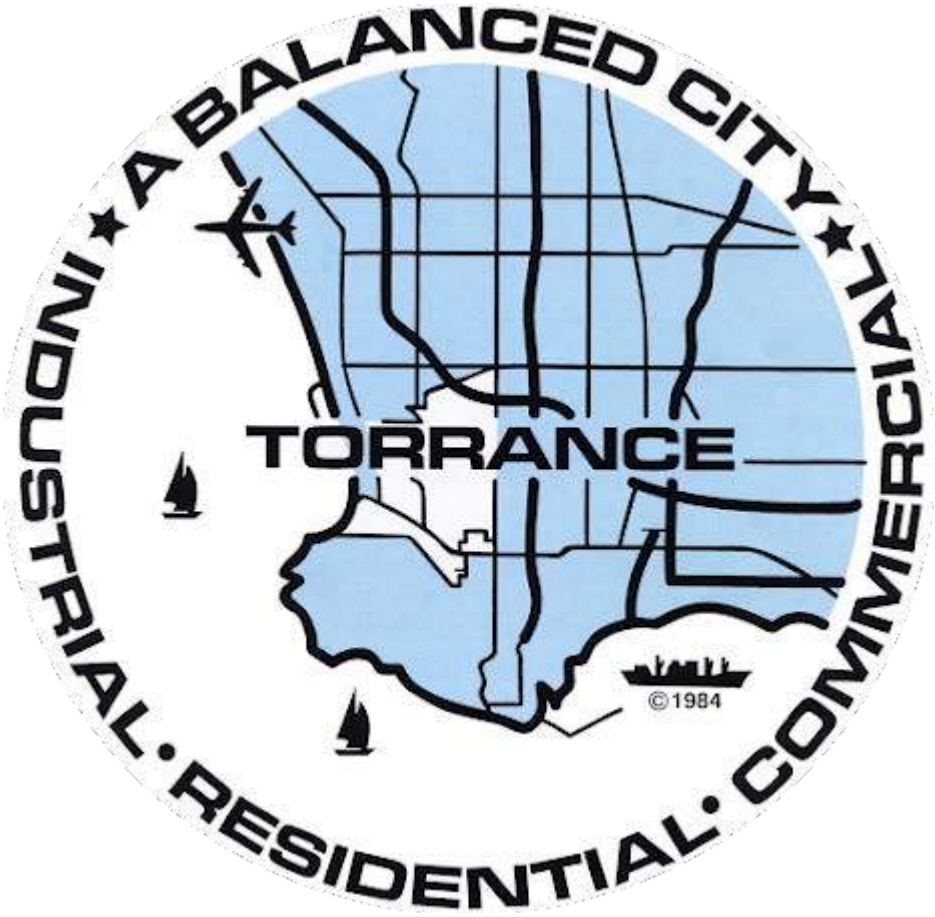
Google Forms

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.



Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Carl Paquette

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Sandra Jo Williamson

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

I really do NOT want the METRO in Torrance at all. If I have to choose a location it would be choice #1 , ROW.

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Google Forms

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Dennis Piotrowski

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

I strongly support the Metro ROW Alignment and strongly oppose the Hawthorne Blvd. alignment.

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Elisabeth Bailly

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

I highly support the ROW plan vs the Hawthorne Blvd plan. Traffic & businesses would be greatly impacted by the Hawthorne blvd plan. I understand residence don't want the trains running close to their homes but they knew of the possibility when living near a railroad track.

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Google Forms

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

William Champlin

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Google Forms

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Tiffany Jones

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Stephanie Cati

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

Please make public transportation more accessible. Tired of traffic and delays! Too many cars nowadays!

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Kevin Hernandez

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

We would love for the extension to be build as soon as possible to have a better transit experience

This content is neither created nor endorsed by Google.

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Joan Hardy

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

no

This content is neither created nor endorsed by Google.

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Erika Hatzenbuhler

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

We do not want this on Hawthorne Blvd

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Glenn Hatzenbuhler

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Jeff Earnest

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

Alternative 1 is the obvious choice, unless you like spending money that you don't have to.

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Susan Earnest

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Christopher Charan

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

N/A

Would you like to leave any comments regarding this project?

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Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Daniel Lim

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Герасимчук

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Zzz

If you would like to be updated about this project in the future, please add your phone number or email address.

Zzzz

Would you like to leave any comments regarding this project?

Zzz

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Daniel Gonzalez

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident of Torrance

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Alison Brown

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Aqsa Munshi

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

Nope

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Aamir kuriswala

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

Nope

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Cornelius Fong

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Richard Krason

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

I support the extension

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Leonarda Krason

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Felisha Black

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Aguilar

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

RESIDENT

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

MORE BUS 🚌

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Daniel Schwartz

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Judith Shigemitsu

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Thomas Shigemitsu

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Sapan, Shah

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Tam Nguyen

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Paul, Miller

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

We live on Hawthorne across from the galleria mall and would lose all landscaping, trees, and buffer area between Hawthorne Blvd and our home if Hawthorne is widened to accommodate the overhead line if it runs along Hawthorne. There would be an additional stop light for pedestrian crossing and a station adjacent to our home. This would slow down Hawthorne traffic even more and have cars idling even more in front of our home between [redacted]. That would cause more noise and pollution blowing downwind to our home just east of Hawthorne. The Right of Way extension is less expensive, would run along an existing train line ROW, and allow for landscaping and other enhancements along the ROW. There would be no additional landscaping or benefits for our home and our neighbors as shown on the latest Metro designs for the Hawthorne option. Please keep the train line extension on the existing train Right of Way. Thank you.

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Mary Miller

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

I have been a resident in Torrance for over 40 years. My family moved to North Torrance in the 70s and I now am married and raising my children here as well. Though we have seen and welcome changes in our city, we believe in maintaining the integrity of our neighborhood on [redacted] between Hawthorne Blvd and Prairie Ave. As a resident on the corner of [redacted], we believe adding the Metro C-line on Hawthorne would be detrimental to this neighborhood. Extending the Metro on the ROW offers many benefits like potential subterranean rail, landscaping, bike paths. In contrast, extending the Metro on Hawthorne would only offer a large structure, more traffic with additional pedestrian crosswalks, creating the potential for more congestion and accidents. Please keep the Metro on the ROW, where it would be safer and benefit the South Bay in many more ways and be less disruptive to an already congested Hawthorne Blvd. Thank you.

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Matthew Bilodeau

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

No

Would you like to leave any comments regarding this project?

Would love easy LAX connection 24hr

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

AL TATRO

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident of Torrance

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

We do not need a train on Hawthorne Blvd or further delays gettng this project completed ASAP

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Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Angela Brizuela

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

ROW is the best place to put the train for maximum use and less construction and traffic issues.

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Michael Kirby

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

I support the 1st alternative of the new rail going through the Right of Way corridor. Thanks for listening and all your hard work. I love Torrance and am proud to be a resident.

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Rebecca Eastman

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

supportive of expansion on existing right of way, not on Hawthorn BLVD

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Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Tammy Clark

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

It does not make any sense to put the rail anywhere other than the Right of Way! Putting in down Hawthorne Blvd will take away precious land in an already congested area that is used for vehicles and other public transportation. It would be much more costly to put down Hawthorne Blvd than putting it along the already existing Right of Way!

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Scott Clark

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

It does not make any sense to put the rail anywhere other than the Right of Way! Putting in down Hawthorne Blvd will take away precious land in an already congested area that is used for vehicles and other public transportation. It would be much more costly to put down Hawthorne Blvd than putting it along the already existing Right of Way!

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Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Jason Blain

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

My family and I are deeply concerned with the possibility of the Metro project being built down the middle of Hawthorne Blvd. being that we own our home which is located one house over from Hawthorne Blvd.

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Google Forms

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Ints Luters

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

Alternative 1 - trenched option is our preference

This content is neither created nor endorsed by Google.

Google Forms

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Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Yes

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Torrance resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

Can't wait for the extension to come to Torrance.

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Terrence Chen

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Torrance

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Daniel B Gast

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Richard Stenhouse

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Isabel Gutierrez

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Kaylyn Fukuhara

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

MARGARET Schaffmeir

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

What taking so long?

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Thomas Penland

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident, Torrance Business Owner

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

Thanks for your efforts on this important issue. Make sure this project doesn't allow homeless infiltration,

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Justin Hollingsworth

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident, Redondo Beach

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

I live in Redondo Beach and think my city's govt is being shortsighted

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Nancy Cruz

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

N/a

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Vanessa Gonzalez

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Daisy Herrera

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

AL Tatro

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Carol Truitt

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Rebecca Reeves

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Tim Goodrich

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Dennis Piotrowski

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

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Would you like to leave any comments regarding this project?

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Alan Ariel Carlos

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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JOSE DENNIS ALABASO

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

City of Carson - Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

Not only about the proposed extension regarding with the Metro C Line (Green) and the upcoming completion of the Metro K Line at Aviation/I-105 Station, but I want Torrance Transit to be extending with the proposed extension for Route 6 to South Bay Pavilion Mall and to Del Amo A Line (Blue) Station, and for the Route 9 proposed extension on Avalon Blvd. to South Bay Pavilion Mall in the city of Carson.

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Alan Robert Carlos

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Ryan, Saruwatari

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Nathan Koller

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

Would love to have Metro available in the Torrance area. Any acceleration to this project will only help with resident's mobility!

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Craig Haller

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Myles Honda

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

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Would you like to leave any comments regarding this project?

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Jean Katow

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

No

Would you like to leave any comments regarding this project?

No

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Ronald Rucker

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

No

Would you like to leave any comments regarding this project?

No

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Molly O'Callahan

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

George K. Chen

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Elected Official and resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

Complete this in time by the 2028 Summer Olympic Games as high priority.

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Marifrances Trivelli

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Nelsy Jimenez

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Worker

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Diane Ki

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

Crime is going up. we want to protect our city.

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Kirtan Tank

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

This seems like the most environmentally friendly and quickest option to get the metro in service.

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

David Iambi

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

Build before 2028

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Raihan Fazalbhoy

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

ECC Student

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Adrienne Greenfield

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Camille Randolph

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

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Would you like to leave any comments regarding this project?

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Timothy Gould

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Former Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

We need the project done right away

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Lyle Sanders

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Kitty Shiao

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Torrance resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

Would like to see this project completed asap.

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G Patricia Stewart

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Russell Stewart

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Peter Spartalis

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

Anyone who doesn't support mass transit can go fuck themselves

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Julio Ceballos

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

Let’s get this rail up and running

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William Laronal

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

No

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Toni Wright

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Business organizations

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

I feel that the transit will ruin the look, traffic and destroy businesses in the area.

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Ryan Uyehara

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Melfern Claro

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Winston Zhou

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Brennan Long

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Lomita resident who would be able to use Green line for commuting

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

I support using the existing ROW to get the project built faster and cheaper for a comparable level of service. Also, @Torrance Transit please get the city to invest more in transit and bike infra improvements before the extension opens, the location of the new transit center in an industrial area with no easy access to old town is unfortunate; and Torrance Transit has some of the worst headways in the region.

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JOSE DENNIS ALABASO

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

California Abilities Network

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

Yes. Please also let me know if there's going to be the completion of the Metro K Line (Crenshaw) could add the Aviation/Century K Line Station should be open between the Fall of 2023 and in January-February 2024. Okay? Thank you very much.

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Thomas Elder

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Yuandan Liu

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

We need C-line for Torrance resident

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Raymond D. Peterson

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident on 177th Street - 11 houses from Hawthorne Blvd.

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

It is ridiculous for Metro to consider placing the extension down Hawthorne Blvd, rather than using the railroad right-of-way that they already possess.

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Kay L. Peterson

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident - homeowner near Hawthorne Blvd.

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

Metro should use the current right-of-way rather than the extra expense of the Hawthorne Blvd route with elevated rails and disruption of current traffic.

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Sunny Zhou

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

This railway would've been hugely beneficial to my sister, who had to drive out to the Redondo beach station every day to get to her internship in LA. It will make it much easier to reach LA from the heart of the South Bay and vice versa.

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Frank Huang

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Visiter

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

Mass transit is better for the ESG

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Sarah Chiang

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

Thank you!

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Caroline Kong

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Karl Kohl

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Karl Kohl

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

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Would you like to leave any comments regarding this project?

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Alexander

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

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Would you like to leave any comments regarding this project?

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Mike Palmer

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

be considerate of trackside residents when constructing and operating this route.

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Jose Roldan

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Maria Pescheryakova

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

I use this route every day. Please hire.

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Steve Gerhardt

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Torrance resident, Exec Dir of Walk Long Beach

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

The Hawthorne alternative will be more expensive and disruptive to build. It won't provide better service to the business corridor and is a really bad idea. Having seen how the A Line divides Long Beach Boulevard, but doesn't improve transit access, I'm strongly opposed.

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AL TATRO

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

RESIDENT

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

Torrance and the South Bay need to be a better priority by Metro Services not the last to be served. Get the Alternative #1 approved and built ASAP

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Miguel Dvid

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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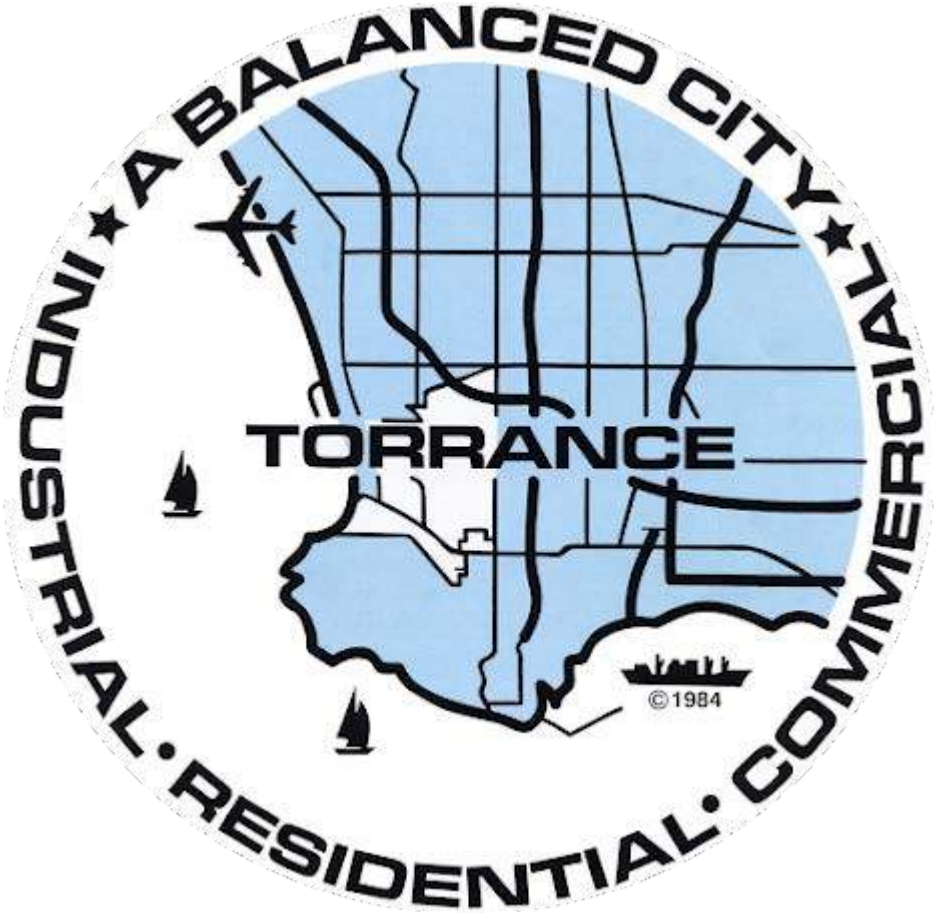

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Sheila Fierro

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Lifelong South Bay resident and employee

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

The original plan was to utilize the existing railway. It made the most sense and had the least amount of area disruption. I lived very close to that railway for two decades. ALL of the are residents understood the cons of living by an active railway. We also knew there were future plans to extend the "Green Line" using that right of way. Mitigate noise and use walls and undergrounding when plausible. There is a reason ALL of the area residents homes cost less than those further away from the rail. It is ridiculous that people would buy/rent homes near an existing feature, then whine and complain that they want the feature gone.

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Kim Turner

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Organization

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

I am in support of the use of the right-of-way for the C Line expansion to Torrance.

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Dennis Bosch

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Calin, C

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Yes

Would you like to leave any comments regarding this project?

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Calin, Chiorean

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Darren Uyematsu

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Michael Fetaru

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Nikolas Renard

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

I would personally like to see it extended to Torrance, I work in Los Angeles and live in Torrance, I currently take multiple transfers to get to and from work. Extending the green line would make it easier and faster

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Michael Brenk

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Torrance resident, VP of local Torrance business, Executive Board member of Torrance Area Chamber of Commerce

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

Use ROW alternative, it makes sense and we need it for 2028 Olympics

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Alex Emly

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident (pv)

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

I think it's fantastic the South Bay is serious about improving public transit and making it more accessible will help tremendously. We moved down from the Bay Area which was abysmal (mid-Peninsula area). Before that we lived in New York City, so we appreciate (and used) good transit when it exists!

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Kyle Freitas

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

Prefer Alternative 1, below grade option as we also have property and used to live in the Lawndale section of the project.

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Alexandra Flores

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Jamelia Davenport

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

N/A

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Michael Kosidlak

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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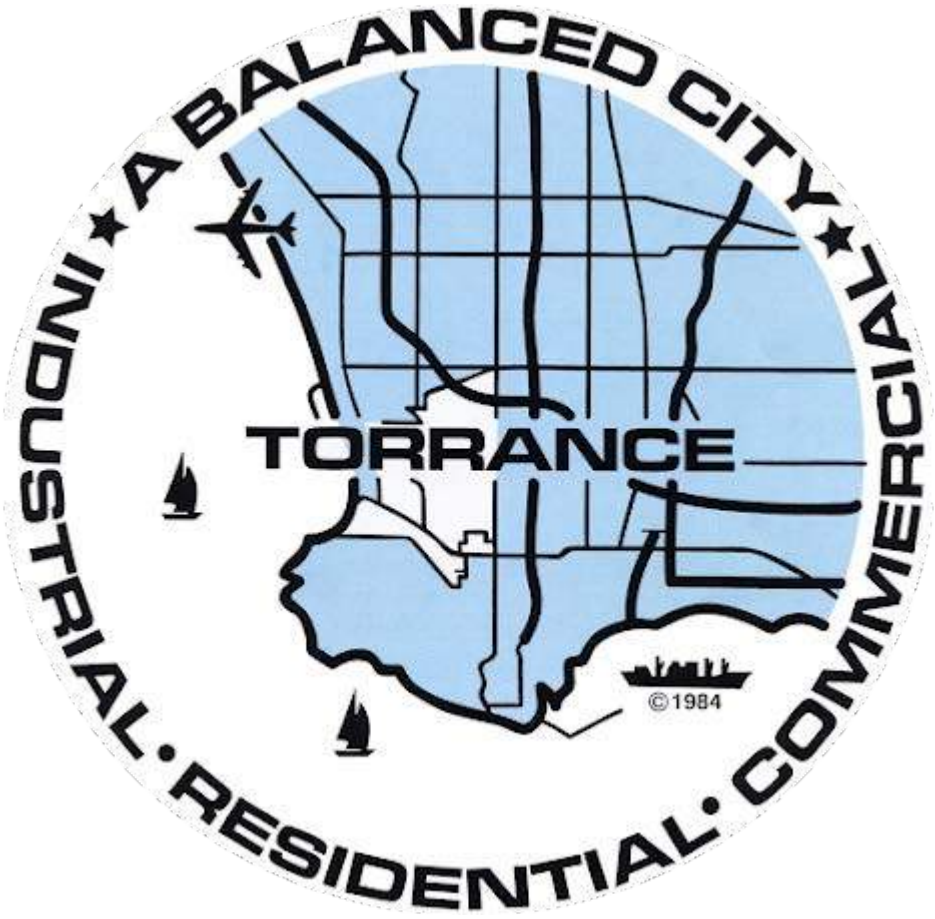

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Andrea Retana

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Kathy Wood

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Dawn Ng

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Kevin J Griswold

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

This is an absolute must for the people of Torrance and the South Bay.

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Andre Flores

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Judith Gerber

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Patti O'Reilly

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

17020 Van Ness Ave. Torrance, CA 90504

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Barbara Kelly

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

[redacted]

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

This content is neither created nor endorsed by Google.

Google Forms

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Mauricio De la Torre

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Alonso Muñoz

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Skyler Reynoso

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

LET'S FUCKING GOOOOOO!!!!!!!!!!

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William Chuh

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Lyle Sanders

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

No

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Nedeen Nasser

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Ryan Bada

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

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Would you like to leave any comments regarding this project?

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Raymond Fisher

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

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Michelle Hughes

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

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Would you like to leave any comments regarding this project?

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Everett Jackson

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

This will help connecting to Metro easier

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Susan Mclean

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

I can’t wait to be above to ride the train

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Patricia Myers

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

This is a good idea to provide light rail service farther into the South Bay.

This content is neither created nor endorsed by Google.

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Adam Gibson

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

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Would you like to leave any comments regarding this project?

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Neil Morgan

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

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Would you like to leave any comments regarding this project?

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Deepak Srivastava

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

I support this extension

This content is neither created nor endorsed by Google.

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Judy Emerson

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

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Would you like to leave any comments regarding this project?

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Maria Himebaugh

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Business

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

William Bumgarner

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

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Would you like to leave any comments regarding this project?

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Rhonda Smith

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

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Would you like to leave any comments regarding this project?

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Mike Patel

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Business Owner

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

I support the use and alteration of existing railroads because it is more cost efficient, time efficient, and least disruptive on commercial businesses and residential.

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Patrick O'Rourke

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Business Employee & former resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

Hawthorne Blvd is already busy enough. We do not need the added traffic jams caused by heavy construction of the light rail system.

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Minal Mondkar

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Business

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Susan Vasquez

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Business

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Jeffery South

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

A critical part to the Southbay's transportation needs. It's insane to have travel 10 plus miles to the Crenshaw station in Hawthorne. This project needs completed now!

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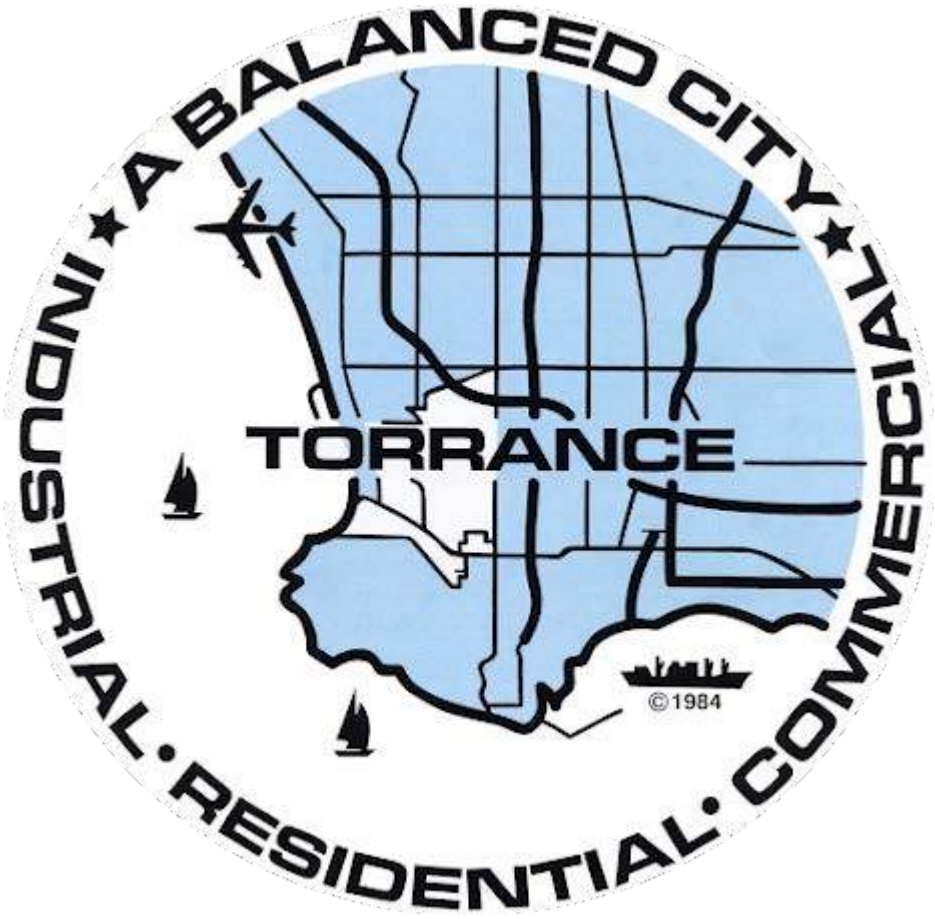

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Michael Delaney

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Business

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

No

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Gerry Feeney

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Marifrances Trivelli

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

resident of Torrance

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Karen Pryor

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

Let's get this done!

This content is neither created nor endorsed by Google.

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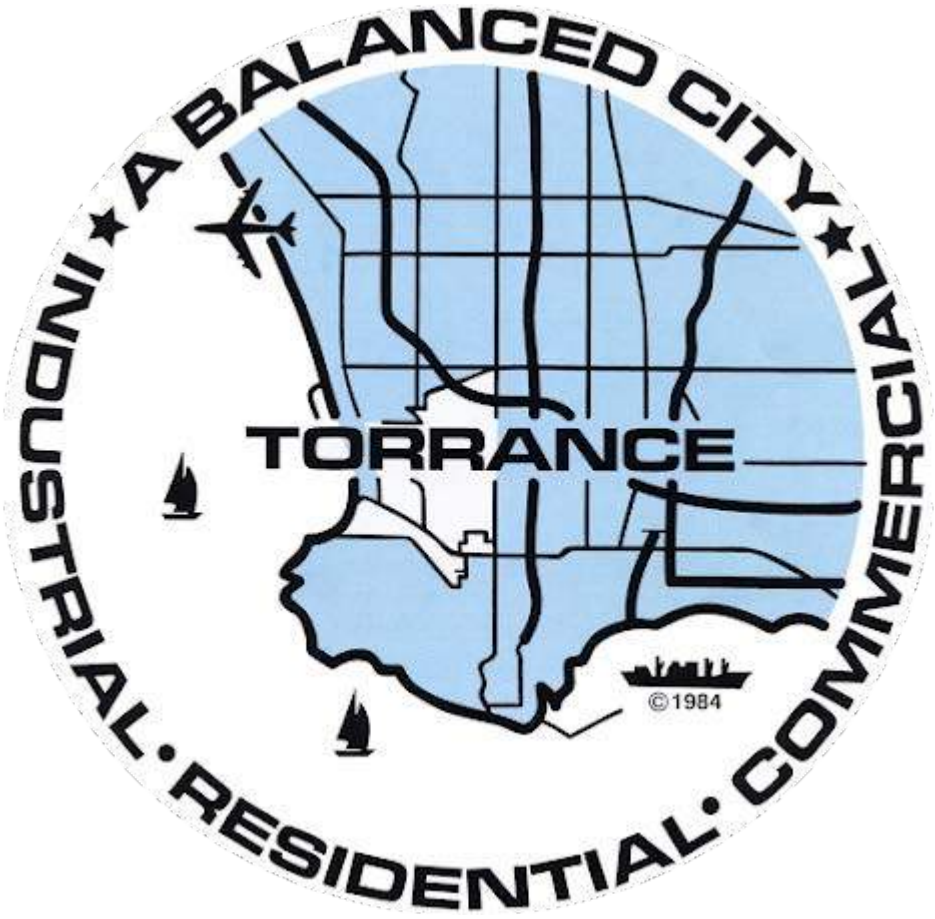

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

AL Tatro

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

Lets get this built ASAP

This content is neither created nor endorsed by Google.

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

A. Pozos

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

I'd like to suggest to use the money we are saving in NOT building a whole new railroad, be used to improve our city's schools and help our first responders. We'll be needing additional support to help with the homeless issues. I am a homeowner in Torrance and can start seeing more homeless and this is becoming a safety issue. We need to be ready for the increase in mental illness issues crimes and drug issues that unfortunately come with the homeless. There will be more non-residential people coming through the city with the new Bus Depo and the new metro and this will increase crime and the types of crime coming to our city of Torrance.

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Shelley Iniguez

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

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Would you like to leave any comments regarding this project?

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

William Champlin

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Aileen pavlin

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

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Would you like to leave any comments regarding this project?

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Virginia Dargen

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

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Would you like to leave any comments regarding this project?

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Ben Arnold

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Randy & Martha Shetter

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

Since 1990, this planned train has been scheduled to to be on the Right of Way Alignment. The residents of Redondo who are complaining about the project should have known of this, since that date. The plan to put it on Hawthorne is a new plan since 2017 when Redondo complained. This is not fair. This is not fair to the residents and businesses in Torrance who are in the area of Hawthorne Blvd. The Right of Way Alignment will also include mitigating factors for sound, vibration, dirt and aesthetics. The Torrance residents on Hawthorne Blvd. will get nothing to mitigate these negative effects. This project will also add to the already existent traffic and congestion on Hawthorne Blvd. Be fair, and put the train where it was planned to be. You cannot change the plan in the middle of the process. Torrance residents and businesses will be affected.

Thank you,
Randy & Martha Shetter

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Mark Applegate

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Business

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

To me it makes much more sense to use the existing right of way.

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Glenn Hatzenbuhler

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Erika Hatzenbuhler

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Judith Mylan

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Andrew Chae

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Jeff Robinson

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Owner Scott Robinson Automotive Group

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Otto Vavrin II

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

No

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Elizabeth Schick

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

Keep it on the right track and not on Hawthorne Blvd.

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Google Forms

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Lilia lucero

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

KEEP ON EXISTING RR TRACKS AND OFF OF HAWTHORN. Thank you

This content is neither created nor endorsed by Google.

Google Forms

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Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Raymond lucero

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

Keep on existing railroad tracks.

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Google Forms

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

terrence burch

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

[redacted]

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Google Forms

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Mary Letendre

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

I am in support of the #1 plan for the ROW. The sooner, the better!

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Laura Hernandez

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Business

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Frank Kraus

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Sawyer

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Google Forms

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Rudy Onate

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

extend even further to pch & hawthorne intersection

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Google Forms

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Micah Alex

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

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Would you like to leave any comments regarding this project?

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Shin Furukawa

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Google Forms

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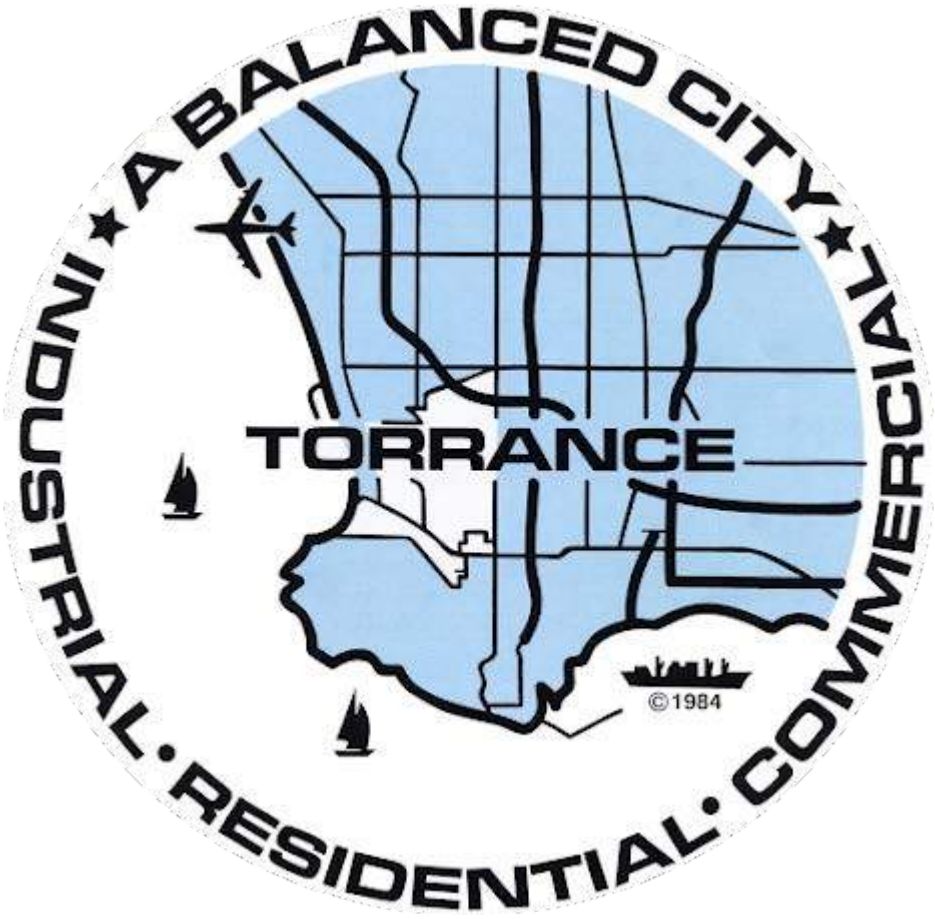
Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.



Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

chau yang

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

residence

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Jeanne Bala

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

Has the least impact on the residents and businesses of Torrance

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Google Forms

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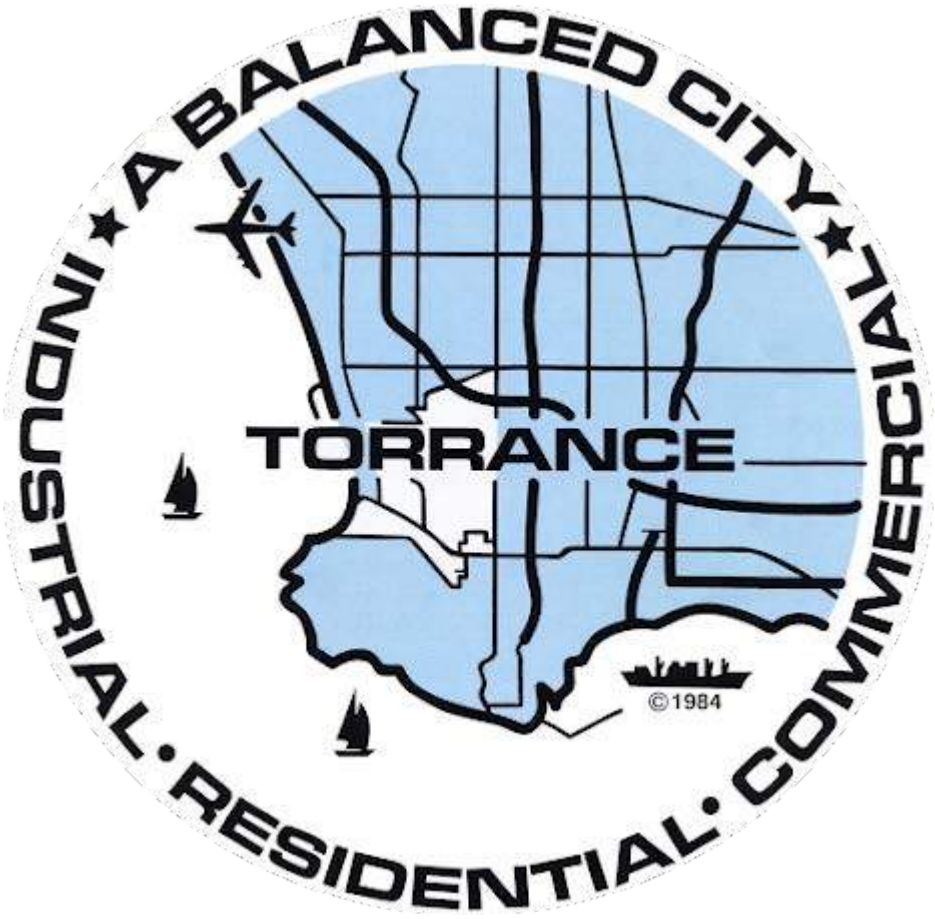

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Patrice Watanabe

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Wayne Watanabe

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

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Would you like to leave any comments regarding this project?

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Google Forms

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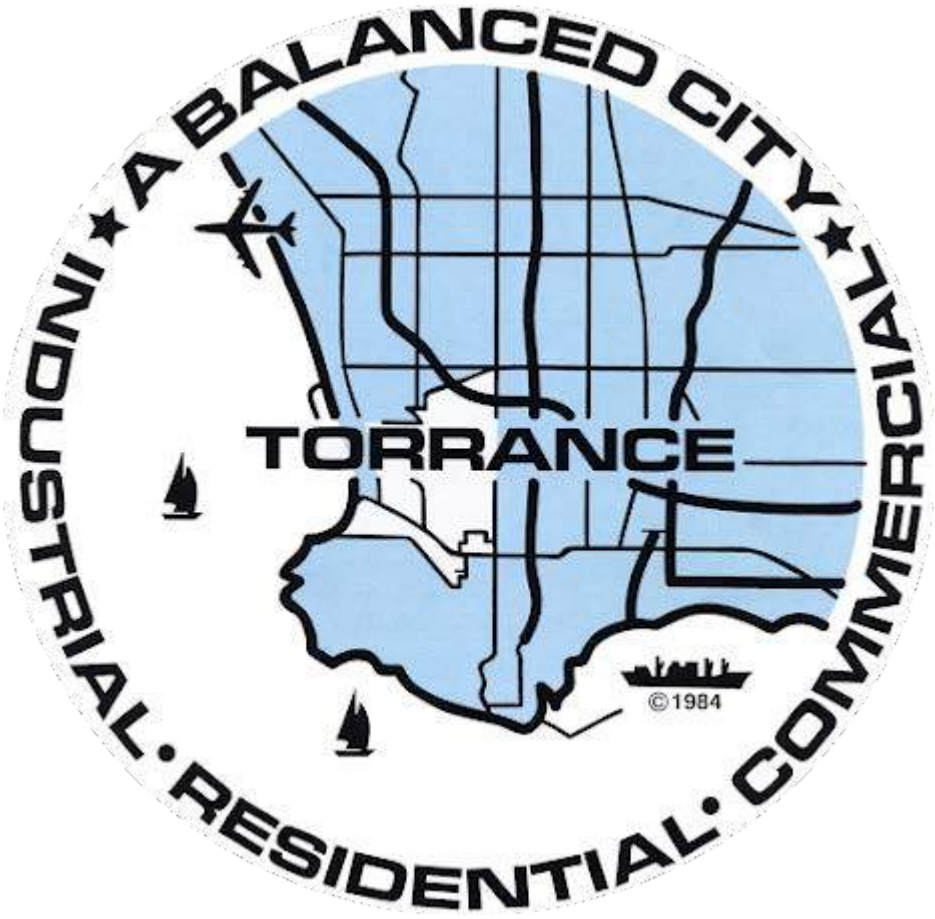
Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.



Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Zen ROSENTHAL

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

I believe the right of way at grade solution makes the most sense economically and will ensure a timely completion

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Stephen Kawalko

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Traveion Bell

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Bus Operator

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

I'm ready to be hired

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Juan Delgado

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

No

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Victor Alvarado

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

this would make a huge difference and make things better for the community as a whole

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Richard Krason

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

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Would you like to leave any comments regarding this project?

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Kevin Chan

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Metro Youth Councilmember - San Gabriel Valley Division

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Andrea Seo Bauer

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Brian Rodriguez

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

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Would you like to leave any comments regarding this project?

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Linda amato

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Business Doubletree by Hilton Torrance - South Bay

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

leROY j Jackson

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Residenr

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

Metro owns the current right of way. This route would lest impact traffic, residents during construction

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Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Rebecca Poirier

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Google Forms

CITY OF
TORRANCE
TRANSIT DEPARTMENT

Kim Turner
Transit Director

310-618-6245
kturner@TorranceCA.Gov

March 27, 2022

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

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

Dear Ms. Sheridan,

In an effort to educate, inform, and engage our residents, businesses and important stakeholders about the C-Line Extension to Torrance and the three (3) options that were studied in the DEIR, the City of Torrance sent out mailers and conducted online surveys to gather comments. Below is a summary of the 1,203 total comments and responses that we received:

- 79.47% of the comments support the Proposed Project: Right-of-Way Elevated/At-Grade;
- 6.57% of the comments support the Trench Option;
- 5.65% of the comments support the Elevated Hawthorne Blvd Option; and
- 8.31% of the comments do not support project at all and/or provided miscellaneous comments.

There are some common themes found in the comments we received:

- Concerns about crime and the unhoused on or at L.A. Metro properties;
- Concerns about increase in costs of the project with the Trench Options and Elevated Hawthorne Blvd. Option;
- Impact to businesses and homes on Hawthorne Blvd. for the Elevated Hawthorne Blvd. Option;
- The need for completing the project as soon as possible;
- Improving First-Last-Mile Connections; and
- Improving connectivity between buses and rail.

We look forward to the incorporation of these comments into the Draft EIR when completed. We have enclosed a copy of all the comments received.

Should L.A. Metro need to contact the City of Torrance please do not hesitate to contact David Mach at 310.781.6974.

Sincerely,

[redacted]

Kim Turner, Director
Torrance Transit System

Enclosure:

A. City of Torrance - C-Line Extension to Torrance Public Comments Mailers
B. City of Torrance - C-Line Extension to Torrance Public Comments Online Surveys
C. City of Torrance – Signatures of Support for the Proposed Project: Right-of-Way Elevated/At-Grade

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Use the approach least impactful to existing infrastructure, Way too much Construction on Torrance roadways

Name: Alan & Stacy Hoitz

Address: [redacted]

Phone:

Email:

TORRANCE TRANSIT

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Very good — Red line.
+ Hawthorn Blvd.

Name: NORMAN TRAN

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☒ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Keep the route where they planned it to go. Stop changing plans at the end of the project just to accomodate Redondo. They should have known the plan !!

Name: Randy & Martha Shetter

Address: [redacted]

Phone:

E-mail:

Share Your Thoughts on Extending Light Rail to Torrance!

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: BURCH

Addr: [redacted]

Phone

Email

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Steve & Michelle Polcari

Address: [redacted]

Phone:

Email:

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Please keep costs under control. Use good contractors - give incentives for quality and on-time deliveries. Thanks!

Name: Donald A. Oden

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report

Name: Laura Faith Nito

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Hurry Up!

Name: Linda Hornbeck

Address: [redacted]

Phone:

Email:

TORRANCE TRANSIT

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Additional Comments on the Draft Environmental Impact Report:

Name:

Address:

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name:

Address:

Phone:

Email:

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: John Lucas

Address: [redacted]

Phone:

Email:

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

■ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Gregory S. Laurinat

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Would prefer No Light Rail into our Neighborhood. It brings crime + homeless people to Torrance

Name: Philip + Madonna Kielty

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

eliminate lots of traffic from/to LAX

Great idea

Name: Vince Long

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: [redacted]

Address: [redacted]

Phone: [redacted]

Email: [redacted]

TORRANCE TRANSIT

Share Your Thoughts on Extending Light Rail to Torrance!

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☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: MARY DRIGGS

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name: Brisa Covarrubias

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name: M.K. Dibas

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report

Name: William & Mary Stahura

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report

Name: Mary Kay Rodriguez

Address: [redacted]

Phone:

Email:

TORRANCE TRANSIT

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Additional Comments on the Draft Environmental Impact Report:

Name: Curtis Sherry Jenkins

Address: [redacted]

Phone:

Email

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Additional Comments on the Draft Environmental Impact Report:

Name: Edward Frios

Address: [redacted]

Phone:

Email:

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Name:

Address:

Phone:

Email:

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Address:

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Additional Comments on the Draft Environmental Impact Report:

Name: CARL D PAQUETTE

Address: [redacted]

Phone: [redacted]

Email: [redacted]

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Additional Comments on the Draft Environmental Impact Report:

Name: Irene Evans

Address: [redacted]

Phone: [redacted]

Email:

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Additional Comments on the Draft Environmental Impact Report:

I AGREE WITH TORRANCE CITY COUNCIL APPROVED ROUTE. I AM VERY STRONGLY AGAINST THE "TRENCH" AND "HAWTHORNE OPTIONS"

Name: GLENN & STANFIELD

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Please Balance costs of minimizing car traffic impact while increasing safe & reasonable cost public transportation!

Name: Carlos Cruz-Ayala

Address: [redacted]

Phone:

Email

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Additional Comments on the Draft Environmental Impact Report

IF IT RAISES MY TAXES, DO NOTHING! TAXES ARE WAY TOO HIGH ALREADY!

Name: MICHAEL STARY

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name: Mr. + Mrs. G. Florentes

Address: [redacted]

Phone:

Email:

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Name:

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Additional Comments on the Draft Environmental Impact Report:

Name: [redacted]

Address: [redacted]

Phone: [redacted]

Email: [redacted]

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report

Name: PAT McLANE

Address: [redacted]

Phone:

Email:

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

In full agreement with City Council

Name: Anonymous !

Address:

Phone:

Email:

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Robert D. Stoffel

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name: R.W. Way

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report

Lots of seniors will love this.
Look Forward to more info.
Pricing for riders / passes

Name: M. Tuckett

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report

Start Date? How many months or years to complete? Projected COST? Cost of overruns?

Name: Barbara J. Halligan

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name: FRED G. RICHARDS

Address: [redacted]

Phone:

Email:

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

This option makes the most sense – continues Green Line design and minimizes construction impacts.

Name: J.C & M.M. Kelly

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Practical in all aspects of access, to riders and Maintenance to the system.

Name: Jose A. Akins

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name: Samuel Wise

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name: Deborah Comstock

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Why look at options that will cost more, delay completion + impact local businesses? Hasn't this been delayed enough already?

Name: Theresa Barke

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name: JOHN R. CARTER

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name: FRANK TANAI

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Should fix the roads first!

Name: James C. Reidy

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Use existing tracks on Redondo side!! Thank you!

Name: [redacted]

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report

Name: SALLY MATSUMOTO

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report: In an increasingly car based infrastructure, public access transportation such as this is vital for the future.

Name: Gus Mesch

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name: THOMAS & CHERYL LENAHAN

Address: [redacted]

Phone:

Email:

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Name:

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Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name: Dorcas HUANG

Address: [redacted]

Phone: [redacted]

Email:

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Additional Comments on the Draft Environmental Impact Report:

I took the blue line to LA years ago and after that experience I swear I would never take transit again, even if I was allowed to. This is a total waste of taxpayer money.

Name: Richard Astin

Address: [redacted]

Phone:

Email: E

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Additional Comments on the Draft Environmental Impact Report

Name: R. PARKE

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report

Name: Mr. Kenneth C. Dorr

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name: BRYAN GREENBERG

Address: [redacted]

Phone: [redacted]

Email: [redacted]

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Additional Comments on the Draft Environmental Impact Report:

Name: BRUCE FETTINGALE

Address: [redacted]

Phone: [redacted]

Email:

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Additional Comments on the Draft Environmental Impact Report: Not That it matters, Torrance does what it wants. I just hope people use it. Just PLEASE dont take away anymore parking anywhere.

Name: Dana Thayer

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: PRAKASH BELUR

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report

THIS PROJECT WILL IMPROVE FUTURE OF TRANSIT IN SOUTH BAY AREA, ESPECIALLY TORRANCE, HAWTHORN, GARDENA RESIDENTS.

Name: JANG WOL HAN

Address: [redacted]

Phone:

Email:

TORRANCE TRANSIT

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Isabel Gutierrez

Address: [redacted]

Phone:

Email:

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Donna Minson

Address: [redacted]

Phone:

Email:

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: [illegible]

Address: [redacted]

Phone:

Email:

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☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: JACK LYONS

Address: [redacted]

Phone:

Email:

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☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report: I think if we go all the way to the Green Line. Too many people not living on the streets. Homeless

Name: LINDA CRICHMORE

Address: [redacted]

Phone:

Email:

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☐ Proposed Project: Metro Right-of-Way Elevated/At Grade ☐ Trench Option ☒ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: ROSE STEIN

Address: [redacted]

Phone:

Email:

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☒ Proposed Project: Metro Right-of-Way Elevated/At Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report

The Proposed Project would be the Best option.

Name: Wendy Carrillo

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

We do NOT want the Hawthorne Option. Hawthorne Blvd. is congested enough. We would prefer to avoid the cost of the Trench Option.

Name: Peter + Patricia Martini

Address: [redacted]

Phone:

Email:

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Beth Sandoval

Address: [redacted]

Phone:

Email:

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report

W. T.C. elevated / at grade option cause significant transit delays at intersections

Name: Adam Ramsay

Address: [redacted]

Phone:

Email

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Additional Comments on the Draft Environmental Impact Report

The Proposed Project is the only one that makes sense. The others are too costly and the Hawthorne Blvd routing/line is

Name: Fred Petersen

Address: [redacted]

Phone:

Email

TORRANCE TRANSIT

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☑ Proposed Project: Metro Right of Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Michael Wegnes

Address: [redacted]

Phone:

Email:

TORRANCE TRANSIT

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☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

We need this done ASAP. The options take more time

Name: Bill Reynolds

Address: [redacted]

Phone

Email

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Additional Comments on the Draft Environmental Impact Report:

Name: N. MAAS

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

What are the long-term plans for light rail going south from the Torrance Transit Center?

Name: Frank L. Neuman Jr

Address: [redacted]

Phone:

Email:

TORRANCE TRANSIT

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report

Name: Nancy Dykstra-curtin

Address: [redacted]

Phone:

Email:

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report

Name: ROBERT HANMER

Address: [redacted]

Phone:

Email:

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Michele Kidman

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

GO WITH TORRANCE APPROVED ROUTE

Name: L. GARDINALE

Address: [redacted]

Phone:

Email:

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■ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Robert Allen

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name: Steve Marsh

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report

Name: Thomas Fukuman

Address: [redacted]

Phone:

Email:

TORRANCE TRANSIT

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Additional Comments on the Draft Environmental Impact Report

Name: DUANE SUNG

Address: [redacted]

Phone:

Email:

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report

Name: John Whang

Address: [redacted]

Phone:

Email:

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report

Name: Ray Parra

Address: [redacted]

Phone:

Email:

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Judith Carter

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name: MENDOZA Joseph

Address: [redacted]

Phone:

Email:

1) Provide noise levels @ ½, 1, + 2 miles distance
2) What is/will be average speed of trains.
3) What are/will be the operating hours of the rail system.

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Additional Comments on the Draft Environmental Impact Report:

Let's avoid delays & get the project done. Quick & cost

Name: Offen

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

EITHER OPTION WILL INCREASE COST AND DELAY COMPLETION. MAP IS TOO SMALL TO READ STREET NAMES.

Name: LEROY KERAUEN

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report

Name: Pablo Delgado

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name: Janet Wade

Address: [redacted]

Phone:

Email:

TORRANCE TRANSIT

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Additional Comments on the Draft Environmental Impact Report:

The proposed project seems like a reasonable choice. Im looking forward to the end result.

Name: Bernadette Koziemba

Address: [redacted]

Phone: [redacted]

Email: [redacted]

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Additional Comments on the Draft Environmental Impact Report:

This Appears to be the best option FINANCIALLY & ME ! LEAST IMPACT ON CITIZENS

Name: CARL WILLISON

Address: [redacted]

Phone: [redacted]

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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Additional Comments ~~on the Draft Environmental Impact Report~~:

I'm a daily Rider for public transit. Please don't delay the project any longer. no cost overrun either by Trench option/ Hawthorn option. Why Do there still no mass transit on 405 ?? Want to burn more oil ??? more pollution ? Get the ugly Commuter, more accident ??

Name: John Chay

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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☒ Proposed Project Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: David Seager

Address: [redacted]

Phone

Email

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■ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Quicker this project is accomplish it, better for people in the Torrance and surroundings areas (East and South of there).

Name: Richard Kim

Address: [redacted]

Phone:

Email: r

Share Your Thoughts on Extending Light Rail to Torrance!

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Additional Comments on the Draft Environmental Impact Report:

THE OTHER "OPTIONS" DO NOT MAKE SENSE, THEY ARE MORE EXPENSIVE AND WILL ADVERSELY IMPACT BUSINESSES, RESIDENTS & TRAFFIC.

Name: RANDY LEAF

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

IT'S ABOUT TIME WE HAVE LIGHT RAIL ACCESS IN TORRANCE. CONNECTION TO SOUTHWEST PART OF TORRANCE NEEDED, STILL.

Name: JANET COLMERAUER

Address: [redacted]

Phone:

Email:

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As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

We have 2 Terminus, 1 at Torrance Transit Business Center

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

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But extended to South Carson St Sepulveda Lomita – San Pedro Please –

Additional Comments on the Draft Environmental Impact Report:

Blue Line does not come near us. (just off Carson between Vermont + Normandie) This new center/end of line would either, Could it extend to Carson ~~Blvd~~ Street & Sepulveda? Lomita? or San Pedro would make sense

Name:

Address:

Phone:

Email:

Mr. & Mrs. John Hardin

[redacted]

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☒ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Continue along the Metro ROW to Western + Sepulveda! Better yet link up with Silver or Blue lines to truly connect the South Bay. Hawthorne route is a waste of time + money.

Name: Elizabeth Evans

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Mary Strenn

Address: [redacted]

Phone:

Email:

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

I support our Torrance City Council's opinion on this. This is the fastest and most cost effective option.

Name: [redacted]

Address: [redacted]

Phone:

Email:

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

1) Need to ensure no traffic [illegible]
2) Plan for hookups to rail (e.g. Del Amo) via bus
3) Good if ready in time for Olympics
4) Trench is worst option since it splits

Name: Karen Wheeler

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

SEEMS TO BE THE MOST LOGICAL!

Name: JAN + DAN MOREHOUSE

Address: [redacted]

Phone: (

Email:

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Will there be added ① Jobs ② Police ③ taxes
Are these funds taking away from addressing the homeless population increase in Torrance?

Name: Rogy

Address: [redacted]

Phone:

Email:

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

would prefer no train at all

Name: Sandra + Bill Goetz

Address: [redacted]

Phone:

Email:

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: ROBERT & PAULA CASTRO

Address: [redacted]

Phone:

Email:

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Linda Thomas-Hoote

Address: [redacted]

Phone:

Email:

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Russ & Trish Stewart

Address: [redacted]

Phone:

Email:

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Charles Ford Jr.

Address: [redacted]

Phone:

Email:

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: JAMES MacGREGOR

Address: [redacted]

Phone:

Email:

TORRANCE TRANSIT

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Additional Comments on the Draft Environmental Impact Report:

Name: BARBARA SAFAH

Address: [redacted]

Phone: [redacted]

Email: [redacted]

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Additional Comments on the Draft Environmental Impact Report:

Name: [redacted]

Address: [redacted]

Phone: [redacted]

Email: [redacted]

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Additional Comments on the Draft Environmental Impact Report:

Name: Edith Reid

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name: John De Rago

Address: [redacted]

Phone:

Email:

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Judy Douglas

Address: [redacted]

Phone:

Email:

TORRANCE TRANSIT

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Additional Comments on the Draft Environmental Impact Report:

Name: Daniel McKay

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name:

Address: [redacted]

Phone:

Email:

TORRANCE TRANSIT

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Additional Comments on the Draft Environmental Impact Report:

Name: [redacted]

Address: [redacted]

Phone:

Email:

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Minimized costs and delays!
Optimum choice.

Name: [redacted]

Address: [redacted]

Phone: [redacted]

Email: [redacted]

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: for Karen Lin

Address: [redacted]

Phone:

Email:

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☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Mr./Mrs. Mack T. Hansen

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name:

Address:

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

HAS THERE BEEN A study to see if the Mail is worth it by the usage of people? Are the taxpayers in favor of Running For Rail.

Name: C RAILSBACK

Address:

Phone:

Email:

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DUMB DUMBER !

Additional Comments on the Draft Environmental Impact Report:

DO NOT COMPLICATE OUR LINES WITH 10 YEARS OF TRACKS.
COMPLETED STATION EATING UP BLE + WATER FOR
CWHAT? CONSERVATION WHAT A JOKE. COMMON SENSE
PEOPLE

Name: DONA PLAWES

Address: [redacted]

Phone:

Email:

TORRANCE TRANSIT

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: JADE A. KAMIYA

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

SAFETY, CONVENIENCE, CLEANLINESS, AND ANOTHER OPTION.

Name: FRANK MEHRUT

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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Additional Comments on the Draft Environmental Impact Report:

Kindly, I'm requesting a more detailed and readable (bigger) map of the proposals

Name: Elizabeth Higgins

Address: [redacted]

Phone: [redacted]

Email:

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: MICHAEL MAURI

Address: [redacted]

Phone:

Email:

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☒ Proposed Project: Metro Right of Way Elevated/At Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Camille Henderson Cardenas

Address: [redacted]

Phone:

Email:

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N. A. !

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ~~☐ Trench Option ☐ Hawthorne Option~~

Additional Comments on the Draft Environmental Impact Report:

We have already seen the absolute devastation Sacramento has wrought on Southern California! NO more ugly, imposing projects!

Name: Loreen Anne Heard

Address: [redacted]

Phone:

Email:

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Robert & Linda Culpepper

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

THE MAP IN THE UPPER RIGHT CORNER IS ILLEGIBLE W/ GLASSES + MAGNIFY GLASS.

Name:

Address: NEW HORIZONS RESIDENT

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Torrance City Council made the Best choice.

Name: William & Claudia Fischer

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name: Marcia and Ann Gallagher

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

ASSET MGR. – THE ROSALINDE AND ARTHUR GILBERT FOUNDATION OWNER OF WESTGATE CENTER – OWNERS OF HAWTHORNE AVE PROPERTIES

Name: SHELDON KATZER

Address: [redacted]

Phone: [redacted]

Email: [redacted]

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Additional Comments on the Draft Environmental Impact Report:

TRUSTEE – THE ROSALINDE AND ARTHUR GILBERT FOUNDATION OWNER OF WESTGATE CENTER – OWNER OF HAWTHORNE AVE PROPERTIES

Name: [redacted]

Address: [redacted]

Phone: [redacted]

Email: [redacted]

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Additional Comments on the Draft Environmental Impact Report:

NEED TO ADDRESS ANY NOISE ABATEMENT ISSUES THAT ARISE.

Name: DAVID FRAZEE

Address: [redacted]

Phone: [redacted]

Email: [redacted]

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Additional Comments on the Draft Environmental Impact Report:

Name: [illegible]

Address: [redacted]

Phone: [redacted]

Email: [redacted]

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☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☒ Hawthorne Option

#2 choice NO!

#1 choice

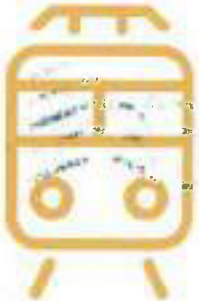
Additional Comments on the Draft Environmental Impact Report:

Name: Linda Howard

Address: [redacted]

Phone:

Email:



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Additional Comments on the Draft Environmental Impact Report:

Name: Henry Yee

Address: [redacted]

Phone:

Email:

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report

I AGREE WITH THE CITY'S PROPOSED LIGHT RAIL ON METRO RIGHT-OF-WAY. ELEVATED/AT GRADE. MAKES MORE SENSE

Name: NELSON DUENAS

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Share Your Thoughts on Extending Light Rail to Torrance!

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

I SUPPORT THE OPTION CHOSEN BY TORRANCE CITY COUNCIL. IT IS THE MOST SENSIBLE OPTION

Name: THEO MISARESH

Address: [redacted]

Phone: [redacted]

Email: [redacted]

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☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☑ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: RESIDENT

Address: [redacted]

Phone:

Email:

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☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: WILLIAM J. HAFFEY

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

PROPOSED PROJECT SOUNDS LIKE THE BEST.
TOO MUCH TRAFFIC IN TORRANCE NOW.

Name: JANICE COLLINS

Address: [redacted]

Phone:

Email:

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

WHEN WILL THE GREEN LINE GO INTO LAX?

Name: SHERWIN RUBIN

Address: [redacted]

Phone:

Email:

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

The Light Rail on Metro Right-of-Way Elevated/at Grade = is the most practical, less costly & less impact on traffic & Businesses in Torrance

Name: Mrs. Noema G. Lorenzo

Address: [redacted]

Phone: [redacted]

Email: [redacted]

TORRANCE TRANSIT

Share Your Thoughts on Extending Light Rail to Torrance!

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Additional Comments on the Draft Environmental Impact Report:

Name: DANIEL P. DACTON

Address: [redacted]

Phone:

Email:

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CHEAPEST AND MOSTLY REALISTIC CHOICE

Additional Comments on the Draft Environmental Impact Report:

IF SHORT-SIGHTED OFFICIALS HADN'T DISMANTLED THE L.A. RAIL SYSTEM, WE WOULD NOT HAVE TO START OVER WITH AN ENTIRELY NEW RAIL SYSTEM!

Name: ANTHONY GARCIA

Address: [redacted]

Phone:

Email:

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: JAY HOFFMAN & ALICIA JACOBSEN

Address: [redacted]

Phone:

Email:

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■ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Makes more sense using existing right of way. Save what you can for the taxpayers.

Name: Dorothea Derrickson

Address: [redacted]

Phone: [redacted]

Email: [redacted]

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Arthur [illegible]

Address: [redacted]

Phone:

Email:

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☑ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

The route should be along the existing right-of-way and should avoid at-grade street crossings, either via trench or elevated track.

Name: Scott Bauer

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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Additional Comments on the Draft Environmental Impact Report:

ITS THE BEST IDEA FOR THE WHOLE TOWN ITS A WIN + WIN PROJECT. TH/YOU

Name: FRANK F.

Address: [redacted]

Phone:

Email:

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☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

The Metro Right of way option makes the most sense. The Hawthorne option is too expensive. Sound proofing should be provided for homes along the right of way.

Name: [illegible]

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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Additional Comments on the Draft Environmental Impact Report:

Name: Romanelli

Address: [redacted]

Phone:

Email:

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Sylvia S. Tilditt

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

I selected this option because it can be done without political drama. The others although perhaps better solutions, are not approved or will require decades to get approved.

Name: Claudia Brubaker

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

A house divided, gMuccats light rail, the other does not. Would at grade preferred

Name: Anjodi's

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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Additional Comments on the Draft Environmental Impact Report:

Name: Nancy Tendero

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name: [redacted]

Address: [redacted]

Phone:

Email: [redacted]

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Seems like the best and least cost way to go

Name: John McGee

Address: [redacted]

Phone: [redacted]

Email:

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

The Hawthorne option makes more sense as far as accessibility to homes and businesses but not worth the extra time and expense

Name: Fred Lucite

Address: [redacted]

Phone:

Email:

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: James Bailey

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

How much will this cost?
When will project start?
When will project be finished?

Name: KELLY HARTMAN

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

HURRY UP!

Name: Georgia Williams

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report

Name: Robert L Hernandez

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name: RAY IWAMOTO 90504-

Address: [redacted]

Phone:

Email:

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■ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

This would be a good idea.

Name: Bill & Elaine McMullen

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

We don't want light rail in Torrance, but if it must be installed we recommend the lowest cost option.

Name: STEVEN DEWBERRY

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report

We need to have public transportation to alleviate clogged roadways. As we age, many of us are cut off from activities previously enjoyed. How will we get to & from transp. center?

Name: S Zirkes

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report

Name: John Schlosser

Address: [redacted]

Phone:

Email:

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☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

This is the only option that, in realistic terms, makes any sense at all.

Name: Dave Smith & Guadalupe Vicon

Address: [redacted]

Phone:

Email:

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☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Jineshkumar Patel

Address: [redacted]

Phone:

Email:

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Name:

Address:

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report

MOST COST + LEAST INTRUSIVE. SAVINGS.

Name: DAVID PLACENTI

Address: [redacted]

Phone

Email:

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☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: ABIR CHAKRABORTY

Address: [redacted]

Phone:

Email:

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☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: T. B.

Address: [redacted]

Phone:

Email: T

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Additional Comments on the Draft Environmental Impact Report:

Name: Roxane Griffin

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Add sound protection WALLs to any homes/apartments of citizens alone the way

Name: LINDA BROWN

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report

Name: [redacted]

Address: [redacted]

Phone:

Email:

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: JOSEPH GUARDADO

Address: [redacted]

Phone:

Email:

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

We definitely need the connection. This option makes the most sense to me.

Name: JoAnn Cope

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

USE the EXISTING rail SAVE Money is better for business of this.

Name: ELENA CASTILLO

Address: [redacted]

Phone:

Email:

TORRANCE TRANSIT

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report

Name: JOHN HEINS & YVONNE VAN HERK

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name:

Address:

Phone:

Email:

[redacted]

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Barbara Varon

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name: MARCIA NOBOA & VILMA NOBOA

Address: [redacted]

Phone:

Email:

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Michael J. Gibson

Address: [redacted]

Phone:

Email:

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Safety is the primary concern

Name: Patty Nishi

Address: [redacted]

Phone:

Email:

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: YOUNG CHONG

Address: [redacted]

Phone:

Email:

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Address:

Phone:

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■ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report

Name: MARY H. PETERS

Address: [redacted]

Phone: [redacted]

Email: [redacted]

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Additional Comments on the Draft Environmental Impact Report

Name: Elaine + Pat Shea

Address: [redacted]

Phone: [redacted]

Email

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

Additional Comments on the Draft Environmental Impact Report

SO AS TO AVOID A FIASCO SIMILAR TO THE STATES 'HIGH-SPEED RAIL PROJECT, KEEP IT AS SIMPLE AND LEAST IMPACTFUL AS POSSIBLE, SO THAT IT MIGHT ACTUALLY GET DONE. SET A PRECEDENT BEFORE TRYING FOR PERFECTION

Name: MICHAEL STOLBIG

Address: [redacted]

Phone:

Email:

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

Additional Comments on the Draft Environmental Impact Report

Name: CARTER, V

Address: [redacted]

Phone:

Email:

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Kent Hori

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name:

Address: [redacted]

Phone:

Email: [redacted]

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☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Sandra Parvis

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name: Tom ONALFO

Address: [redacted]

Phone:

Email:

TORRANCE TRANSIT

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Additional Comments on the Draft Environmental Impact Report:

Torrance needs to provide transportation options to its residents and to increase options for people who commute to work in Torrance. Should increase commerce to the City as well.

Name: Patricia A. Roderick

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name: Tom & Eileen Pontius

Address: [redacted]

Phone:

Email

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Additional Comments on the Draft Environmental Impact Report

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Additional Comments on the Draft Environmental Impact Report

Name:

[redacted]

Address:

Phone:

Email:

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Vanessa Palaulich

Address: [redacted]

Phone:

Email:

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Less impact + cost best way to go.

Name: Pat + Michael Jansen

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name: WAYNE A. HOSMAN

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name: F. MOMOTHARA

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name: Simeon Smith

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report

Name: Pete & Mary Elgorriaga

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name: Allison Fuentavilla

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

I believe this will be a Big plus for the Torrance residents and for all in the So. Bay area.

Name:

Address:

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report

Name: KATSUAKI MATSUDA

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name: Anthony Galante

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name: C of Torrance

Address: [redacted]

Phone:

Email:

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■ Proposed Project: Metro Right of Way Elevated/At Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

I AGREE WITH TORRANCE CITY COUNCIL APPROVED ROUTE. I AM VERY STRONGLY AGAINST THE TRENCH & HAWTHORNE OPTIONS.

Name: WINNIE C STANFIELD

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name: Nely C.

Address: [redacted]

Phone:

Email:

TORRANCE TRANSIT

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: LORETTE MUCHMORE

Address: [redacted]

Phone:

Email: [redacted]

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☒ Proposed Project Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Should be on an existing track and run only at certain times to allow the major trains to come through at night only; to avoid noise, horn or accidents

Name: Virginia Nelson

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

1) JUST COMMON SENSE
2) EXISTING RIGHT OF WAY
3) SAVES HAWTHORNE BLVD.

Name: Mark Dym

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name: WAYNE MIYOSHI

Address: [redacted]

Phone:

Email:

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

glad you considered multiple alternatives!

Name: LINDA J. MUIR

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

*Please ensure safety of passengers both inside the train and outside at train stations. Safety will increase liklihood of people to use the train if they are not harrassed or mugged, or beaten to death

Name: Suwannee Adamian

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name: Joan M. Ziegler

Address: [redacted]

Phone

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name: Michael Dillenback

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name: PATRICIA MIYOSHI

Address: [redacted]

Phone:

Email:

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

ARE SURE THIS IS NEEDED? MOST TRAINS I SEE ARE NEARLY EMPTY! HOW IS THIS BEING FUNDED?

Name: CHRISTOPHER RUTH

Address: [redacted]

Phone:

Email:

TORRANCE TRANSIT

Share Your Thoughts on Extending Light Rail to Torrance!

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Additional Comments on the Draft Environmental Impact Report:

THIS PROPOSED PROJECT LOOKS GOOD, TOO BAD GREEN LINE DOESN'T GO TO LAX. ALSO GREEN LINE DR?; TO METRO STATION AT 182ND NEAR VERMONT SO YOU DON'T HAVE TO DRIVE THERE

Name: Richard LANCE

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report

Name: ENRIQUE GARCIA

Address: [redacted]

Phone: [redacted]

Email: [redacted]

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Additional Comments on the Draft Environmental Impact Report:

Name: [illegible] GUETTA

Address: [redacted]

Phone: [redacted]

Email: [redacted]

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Additional Comments on the Draft Environmental Impact Report:

Name: Catherine Emmerson

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Food for thought. I lived in Minneapolis when the light rail was built from downtown to Mall of America at grade. It was very popular but the complaints from homes along the track about the noise level was so great, the MTC had to apply very expensive teflon grease to the rails to help keep the noise down.

Name: Jerri Holmgren

Address: [redacted]

Phone:

Email:

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report

Where exactly is the Giodano Regional Transit Center?

Name: Charles A. Pineros

Address: [redacted]

Phone:

Email:

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☒ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report

Name: Ruth Ann Gray

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report

Name: [redacted]

Address: [redacted]

Phone: [redacted]

Email: [redacted]

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Additional Comments on the Draft Environmental Impact Report

Name: TERRY ENGLE

Address: [redacted]

Phone: [redacted]

Email: [redacted]

TORRANCE TRANSIT

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Additional Comments on the Draft Environmental Impact Report:

Name: D. J. PONDER

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name: Marilyn Deborah Maxwell

Address: [redacted]

Phone:

Email:

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Address:

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Email:

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Additional Comments on the Draft Environmental Impact Report:

Name: [redacted]

Address: [redacted]

Phone: [redacted]

Email: [redacted]

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Additional Comments on the Draft Environmental Impact Report:

Name: [illegible]

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

[illegible] METRO

[illegible] LAX

Name: [illegible]

Address: [redacted]

Phone:

Email:

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Name:

Address:

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report

Name: Steve Chamberlain

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

least expensive
most advantageous plan

Name: Bonnie VanAlphen

Address: [redacted]

Phone:

Email:

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Tren

Additional Comments on the Draft Environmental Impact Report:

Name:

Address:

Phone:

Email:

[redacted]

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Additional Comments on the Draft Environmental Impact Report:

Name: NORIKO FUJITA

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name: Harry + JoAnn Ross

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report

NOT A FAN - DON'T THINK PEOPLE WILL USE MUCH

IF WE HAVE TO HAVE IT. PLEASE USE YOUR COMMON SENSE to STAY W/ WHAT WAS PLANNED - TCC APPROVED ROUTE

Name: SUSAN LaMOTTE

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report

Why would you people even think of this other Dumb ways your taking $ [illegible] Work [illegible] Nothing else [illegible] plus your Residents [illegible]

Name: [illegible]

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name: MICHAEL STILL

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Who Really Rides the RAIL? Such Low occupancy - Like Buses. Torrance Residents do NOT need TAX hikes - Do LEAST expensive for your CITIZENS

Name: RON BOTELHO

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Please Go with the Proposed Project IT ALREADY COST to much AND Going with A change IT will only cost more!! $$$$

Name: [redacted]

Address: [redacted]

Phone: [redacted]

Email: [redacted]

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Additional Comments on the Draft Environmental Impact Report:

Name: D. Fisher

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name: CHIH CHANG

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Please warn of street closures ahead of time

Name:

Address:

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name: EVERETT KIRSCH

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name: Kikuchi Family

Address: [redacted]

Phone:

Email

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Additional Comments on the Draft Environmental Impact Report:

Name: DONALD NAKAMOTO

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

The original proposed project is the most cost effective route it also would allow for a more timely completion of the project with less impact to the public

Name: Beverly Findley

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name: Edmund and Kerry Cababa

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name: Mrs. Deborah DeLuca

Address: [redacted]

Phone:

Email:

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- [X] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

GET THIS DONE ASAP

Name: Craig Sodaro

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

ORIGINAL PLAN IS BEST! USE R.O.W. DOESN'T CREATE A CONSTRUCTION NIGHTMARE ON HAWTHORNE BLVD.!!!

Name: LYNNE SHIRVANDEH

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name: Shohreh Zareh

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name: Ms. Ann Clark

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name: PETER GREGORIS

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name:

Ms. Michele Urbina

Address: [redacted]

Phone:

Email:

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Name:

Address: [redacted]

Phone:

Email:

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

THIS OPTION APPEARS TO BE THE MOST ECONOMICAL AND FASTEST WAY WITH THE LEAST DISRUPTION TO TRAFFIC.

Name: DENNY HALLMARK

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name: Kit Chan

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

I ENJOY TORRANCE TRANSIT. I OWN A CAR, BUT I OFTEN PREFER THE BUS LINES. PLEASE MAKE SURE THE NEW PROPOSAL INCLUDES HANDICAPPED ACCESS; INCLUDING THE USE OF BLIND MICRO DOG ON SIDEWALKS, NON TOUCH RESTROOMS, BLIND TRAFFIC SIGNALS! BABY BOOMER POWER!!!

Name: Toni I. Kawasaki

Address: I SUPPORT VETERANS [redacted]

Phone:

Email:

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Miss Maureen O'Donnell

Address: [redacted]

Phone:

Email

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Henry Tam

Address: [redacted]

Phone:

Email:

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

Additional Comments on the Draft Environmental Impact Report

Name: Chris Tapp

Address: [redacted]

Phone:

Email:

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- [ ] Trench Option
- [ ] Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Arlene Dubas

Address: [redacted]

Phone:

Email:

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- [ ] Trench Option
- [ ] Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Chris Tapp

Address: [redacted]

Phone:

Email:

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- [ ] Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Arlene Dubas

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name: Gail Serrano Vasquez

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name:

Address:

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report

Name: SAM MARTECHAD

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report

What is your plan for "END OF LINE HOMELESSNESS"?

Name: JOANN TRIPP -Mike.Tripp

Address: [redacted]

Phone:

Email

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☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Randy & JoAnn Hart

Address: [redacted]

Phone:

Email: [redacted]

TORRANCE TRANSIT

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Additional Comments on the Draft Environmental Impact Report:

Name: Kerry Crowder

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name: DANELLE BEIRH

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

How can South Afford this

Name: FAZLER CADER

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name: Linda Jung

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name: BEVERLY A BURTON

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name: David Oster

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

WE AGREE WITH COUNCIL REC.
NO REASON NOT TO USE LEAST
EXPENSIVE & MOST LOGICAL OPTION.

Name: BILL & FRAN ARROWSMITH

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report

Name: Carol Hallake

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report

Name: John Warren

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name: Samuel Guerre-

Address: [redacted]

Phone:

Email:

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Name:

Address:

Phone:

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Additional Comments on the Draft Environmental Impact Report:

Name: Maurine Swilley

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name: HAROLD JASON

Address: [redacted]

Phone:

Email:

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X Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

SIMPLEST & MOST COST EFFECTIVE. THE OTHER TWO ARE TO COMPLEX & WILL COST $$$.

Name: Harry A. Bolowe III

Address: [redacted]

Phone: [redacted]

Email: [redacted]

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X Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Michael Goguen

Address: [redacted]

Phone:

Email

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Additional Comments on the Draft Environmental Impact Report

Name: Celia Caampued

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report

Name: Gary E. Kaloostian

Address: [redacted]

Phone:

Email:

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Name:

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

This is great news for folx who don't drive and need accessible transportation. Thank You!

Name: Kristen Papac

Address: [redacted]

Phone:

Email:

TORRANCE TRANSIT

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Additional Comments on the Draft Environmental Impact Report

Name: KEIKO KOMO

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Also the planners really think underground + overhead projects are earthquake safe?

Name: Jennie Valdez

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report

There needs to be adequate security to prevent crime & homeless & mentally impaired people on the system.

Name: [redacted]

Address: [redacted]

Phone: [redacted]

Email: [redacted]

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Additional Comments on the Draft Environmental Impact Report

Name:

Address:

Phone:

Email:

Mrs. Dana Chandler

[redacted]

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Additional Comments on the Draft Environmental Impact Report:

Name: ZLATAN SCHOVIC (ARCHITECT)

Address: [redacted]

Phone: [redacted]

Email: [redacted]

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

We needed this years ago.
Hurry up & get it done.

Name: Nancy Brocks

Address: [redacted]

Phone: [redacted]

Email: [redacted]

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This would be an eye sore Down the BLVD.

Additional Comments on the Draft Environmental Impact Report:

This Plan is the least expen-sive and least disruptive.

Name: Mary Hileman

Address: [redacted]

Phone: [redacted]

Email: [redacted]

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Additional Comments on the Draft Environmental Impact Report:

Name:

Address: [redacted]

Phone:

Email:

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☒ Proposed Project Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: JUDY / Bob JUNE

Address: [redacted]

Phone:

Email:

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☒ Proposed Project Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

looks like the most reasonable option. Cost, and maintenance considered.

Name: Carol Campbell

Address: [redacted]

Phone:

Email:

TORRANCE TRANSIT

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Additional Comments on the Draft Environmental Impact Report:

I Agree with Torrance City Council Approve Route. This has Taken Too Long already!

Name: JACKLYNN MILLER MACIONI

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

I teach at Vistamar School in El Segundo and would use this daily to commute

Name: JENNIFER SILVER

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name: Kelly

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name:

Address:

[redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name:

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name:

Address: Gregory Lautnal [redacted]

Phone:

Email:

TORRANCE TRANSIT

TORRANCE TRANSIT

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Name:

Address:

Phone:

Email:

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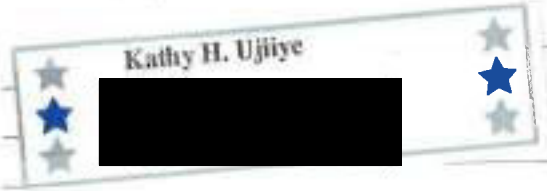
Additional Comments on the Draft Environmental Impact Report:

Name:

Address:

Phone:

Email:



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Additional Comments on the Draft Environmental Impact Report:

Name:

Address:

Phone:

Email:

Mr. Joseph M. Rutenkus

[redacted]

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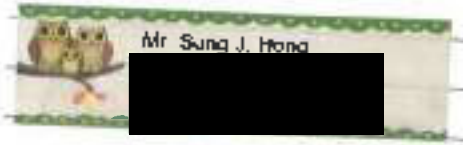
Additional Comments on the Draft Environmental Impact Report:

Name:

Address:

Phone:

Email:



Mr. Sung J. Hong

[redacted]

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Additional Comments on the Draft Environmental Impact Report:

Name:

Address:

Phone:

Email:

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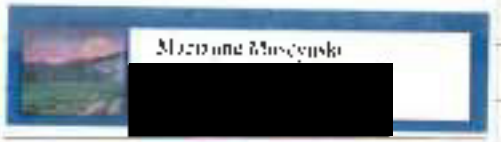
Additional Comments on the Draft Environmental Impact Report:

Name:

Address:

Phone:

Email:



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Additional Comments on the Draft Environmental Impact Report:

I believe this will be a big plus for the Torrance residents and for all in the So. Bay area.

Name:

Address:

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name: Lois Grau

Address: [redacted] 503

Phone:

Email: [redacted]

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Additional Comments on the Draft Environmental Impact Report

Light Rail Elevated only

Do Not Charge More in Taxes

Name: Bruce Brooker

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name: Mr. Richard Smisek

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Keep coast
Why can't you use 182nd St Transit
center — Save Money

Name: M Maloney

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Although I like the Hawthorne route, the most important factors are completion speed and cost. We need this ASAP.

Name: Robin Solomon

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Looks like a good choice for me. Other than no light rail at all. 😊

Name: Mr. James T. Wright

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name: CHRISTOPHER J. PON

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

I'm all for the proposed project. It covers more ground across Torrance. I've been a bus rider for over 39 yrs. I'm excited for the future extension + hope it expands more. Please incorporate Tap machines at all Center stations.

Name: ADRIANNE LUTHER

Address: [redacted]

Phone: [redacted]

Email: [redacted]

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Additional Comments on the Draft Environmental Impact Report:

Name: Brandon Ballanco

Address: [redacted]

Phone: [redacted]

Email: [redacted]

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Additional Comments on the Draft Environmental Impact Report

Name: Linda Ortega and David

Address: [redacted]

Phone:

Email:

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■ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report

Name: Karl D Gruber

Address: [redacted]

Phone:

Email:

Great transportation idea!

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Additional Comments on the Draft Environmental Impact Report

Name: Wolfgang Fengler

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report

Name: Bexi Fujiwara

Address: [redacted]

Phone:

Email

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

Additional Comments on the Draft Environmental Impact Report

Name: Nancy Fengler

Address: [redacted]

Phone:

Email:

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- [ ] Trench Option
- [ ] Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

NO INFORMATION ON HOW MUCH THE CITY WILL PAY. IMPACT ON RESIDENTIAL NEIGHBORHOODS NOT ADDRESSED.

Name: H & J TAGA

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report

Name: Kathy

Address:

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report

Name: James Case

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

I SUPPORT THE TORRANCE CITY COUNCILS APPROVED ROUTE

Name: B. O'BRIEN

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

You just spent all that money beautifying the center median on Hawthorne and now you want to [illegible] at grade?

Name: [redacted]

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name: Joe & Mary

Address: [redacted]

Phone:

Email:

TORRANCE TRANSIT

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Additional Comments on the Draft Environmental Impact Report:

Name: Camilla Lee

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report

TRENCH OPTION IS A NIGHTMARE ECONOMICALLY AND PHYSICALLY. HAWTHORNE OPTION SHOULD CONNECT TO REDONDO GREEN LINE. METRO DOESN'T HAVE SENSIBLE STOP OPTIONS FOR RIDERS.

Name: DAVID BURROWS

Address: [redacted]

Phone: (

Email:

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Name: K. NELSON

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Am opposed to trench option. Foresee safety issues if people have acess to track. Also trench would be vulnerable to vandalism.

Name: Merry Passage

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

I do like the trench option because it hides it but are the environmental impacts worse & safety & upkeep of the trench option

Name: Chuck Salisbury

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Trench option for noise reduction only if the cost is not prohibitive

Name: William Nichols

Address: [redacted]

Phone:

Email:

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Additional Comments on the Draft Environmental Impact Report:

Name: STEVEN SACK

Address: [redacted]

Phone:

Email:

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☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☒ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

having this project above-ground will be noisy and visually detract from the surrounding neighborhoods

Name: Eric Orchard

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☒ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Lisa Lowder

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☒ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

NONE OF THE OPTIONS SHOULD HAVE BEEN APPROVED IN THE FIRST PLACE – RAIL TRANSIT IS NOT COST EFFECTIVE COMPARED TO BUSES. IT CANNOT EVER BREAK EVEN.

Name: AVAN SARKISIAN

Address: [redacted]

Phone:

Email:

TORRANCE TRANSIT

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☒ Trench Option ☒ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Dana LaRoche

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

#2 ☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade #1 ☑ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: LOUIS V MARTEL

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☒ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

1) Aesthetically better
2) Less noise toward adjacent areas

Name: JUNO & ETHEL UYEMATSU

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☑ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

I really do not want light rail to Torrance!!! sgw

Name: Sandra Jo Williamson

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☒ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Seok Jeong Lim

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☒ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

THE BEST WOULD BE NO TRANSIT

Name: FRANK KRAUS

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☒ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Please see attached typed document.

Name: Jerry Morrison

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☒ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

The Trench Option should mitigate sight and noise impacts.

Name: Geoffrey M. Helfer

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☑ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

More routes decrease environmental impact, increase tourism, jobs & overall health of any community. The US

Name: Olivia Bischof

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☒ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: The Browns

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☒ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Franco and Kim Reitz

Address: [redacted]

Phone: (

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☒ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: [redacted]

Address: [redacted]

Phone:

Email:

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☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☒ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: PATRICIA CARLINI

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☒ Trench Option OR ☒ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

WHOLE CONCEPT IS A WASTE OF MONEY. NOBODY WILL USE IT REGARDLESS. FIRST OPTION IS TOO CLOSE TO HOMES AND WILL WIPE OUT OUR PROPERTY VALUE. DON'T DO IT.

Name: TIM O'NEIL

Addre[redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: HARUM I NISHIKAWA

Address: [redacted]

Phone:

Email

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☒ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Douglas Careas

Address: [redacted]

Phone:

Email

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☒ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

[illegible]

Name: Gary MacLean

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☒ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

ALLUVIAL SOILS - TOO RISKY!!!
UNSTABLE. EXISTING SINKHOLE!!! NOT FIXED
14 HOURS OF TRAIN NOISE

Name: Pam Comar

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☒ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

More trains through residential neighborhoods is a major safety issue. It's too dangerous.

Name: Emily Durbin

Address: [redacted]

Phone:

Email:

TORRANCE TRANSIT

Share Your Thoughts on Extending Light Rail to Torrance!

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☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☒ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: CAROL BOOSEY

Address: [redacted]

Phone:

Email:

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☒ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report

Name: BRUCE LAGATUTT

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☒ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

The other options cost more & disrupts our lives more. Thank you. The connection to further points easier

Name: [illegible]

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☒ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Florence Tebbets

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☒ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Please consider the Hawthorne option so as to not negatively impact home values along the existing railway!

Name: ERIC HOMIER

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☒ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

THE HAWTHORNE OPTION PROVIDES FOR ELEVATED TRACKS, GRADE LEVEL TRACKS, OR TRACKS IN A TRENCH, ARE ASSOCIATED WITH POOR ECCONOMIC AREAS THAT ARE NOT AFFLUENT ENOUGH TO AFFORD ELEVATED TRACKS.

Name: DONALD HEFLINGER

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☒ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

TAKE ON THE 405 CENTER

YOU ARE going TO BRING MORE HOMELESS MORE CRIME, WE do NOT HAVE THE police IN NORTH TORR. LIKE WE SHOULD 2 CARS

Name: GLENN'S LaPiccolo

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☒ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Elevated tracks are used only by the Hawthorne option. Affluent areas can afford elevated tracks, while poor economic areas must accept grade level tracks, or tracks in trenches.

Name: Margaret Heflinger

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☒ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

None of them are very well Planned. I use the low Blvd most of the time, where I seldom use Hawthorne. My vote would be for the Hawthorne options. By the

Name: Michael A. Serafine

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☑ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report

HAWTHORNE OPTION WILL BE BEST !!!

Name: PINK FAMILY

Address: [redacted]

Phone:

Email

Share Your Thoughts on Extending Light Rail to Torrance!

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☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☑ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

deeply concerned for residents along the proposed ROW option. They deserve

Name: Cori Talbot

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☒ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

THIS paper maker w/ the Hawthorne image makes it seem more viable for all to share the road. Where is the bike lane?

Name: C. Henderson

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☒ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report

Name: GARY TANI

Address: [redacted]

Phone:

Email

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☒ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report

You should be building for the future — not what's cheapest or easiest. All future rail should be elevated / down the middle of major streets and ... Jays. Stop using 1800's era railroads

Name: Marla & Diana

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☒ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report

Hawthorne Option would give people who ride bus (like myself) more options and encourage more people to ride rail and buses. Sure hope the Hawthorne

Name: Linda Mandel

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Is this necessary?
Prefer that nothing be done

Name: Sofia

Address: [redacted]

Phone:

Email:

TORRANCE TRANSIT

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)* terrible idea

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Public transportation is dangerous
Torrance has its own transit.
This is an awful idea.

Name: Glass

Address: [redacted]

Phone:

Email:

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

~~☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option~~ ☐ Hawthorne Option NO!

Additional Comments on the Draft Environmental Impact Report:

NO OPTION! We residents do NOT want this in our area. Traffic is already bad on Crenshaw. PLEASE SCRAP YOUR PLAN.

Name: Sherry Roberts

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

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☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

have travelled extensively in Europe & would love if we had a safe, clean metro system here. Unfortunately it is currently a system that is blight with drug addicts, human waste, graffiti etc. (can't

Name: T. Fox

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

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☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

I AM adamantly OPPOSED to Light Rail in TORRANCE It Ruins every Community surrounding it.

Name: CARolyn Lewis / TRUSTEE FOR Dorothea Bay, M

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Please build a wall/barrier between the tracks and the mobile home community of South Bay Estates, to block out most noise, vibrations & pollutants. Thank You!

Name: Craig Stanton (& Caryn Stanton)

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

STOP LIGHT RAIL IT DESTROYS NEIGHBORHOOD

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)* NO LIGHT RAIL IN OUR BEACH CITIES

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

THESE ARE NOT OPTIONS. IT IS NOT SAFE!!!

Additional Comments on the Draft Environmental Impact Report:

Name: JUDY LANFRIED

Address: [redacted]

Phone:

Email:

Honest workers DO NOT USE LIGHT RAIL, it is too DANGEROUS!!! They are sleeping over for drug users and transients. They bring crime and ruin neighborhoods. Prepaid ride, A-B transit vans are smart, timely and inexpensive. The same people sign up & ride everyday. Bring a test survey to us. Make it safe and reliable. Ask big business what they need.

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☒ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: MIRIAM L'ENGLE

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: CARLOS de LEON

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name:

Address:

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

I am against this light rail line to now here. So much wasted money for nothing but crime & another downtown L.A. for the area. Please stop the madness

Name: MONICA STEELE

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☑ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Concerned about increase in Homelessness coming to Torrance. I.E. Santa Monica rail resulted in

Name: M. Paige, LCSW, BCD

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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Question — The Date of this letter is illegible. Again, you are extravagant!!

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)* None of the following!!

☐ Proposed Project ☐ Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Concerned about possibility of overhead additional security will be required as set forth in Spectrum News, Torrance Bus System biases are not helpful.

Name: Debra Corey

Address: [redacted]

Phone: [redacted]

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)* NONE

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Why would we want you
The NEWS HAS ALREADY Reported
THAT ALL WE will GET IS PROBLEMS

Name: DANIEL ORTIZ

Address: [redacted]

Phone:

Email:

Share your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

NONE of the Above.
Do Not Want it here. Nothing but trouble. Stick with buses.

Name: Taimi Crowell

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Prefer NONE of these Options
Too much impact on traffic
Too COSTLY. Thank you Diamond Lane
Consider a Toll Lane like the 110 Express or

Name: [redacted]

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

IF THIS ONLY SERVICED THE SOUTH BAY I SAY YES, BUT THIS WILL BRING UNDESIRABLES TO OUR AREA.

Name: LEANNA SMITH

Address: [redacted]

Phone: [redacted]

Email: [redacted]

TORRANCE TRANSIT

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

I think the proposed project is the way to go if we're moving forward but I'm worried what that train brings

Name: Sharon L. Guzman

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Increase it to Carson, Long beach and then to Norwalk. You need it we need it like new york trains every where to help with traffic reduction in our city

Name: [illegible]

Address:

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Not a fan at all. Don't remember voting for this. But if we must....

Name: Raul Vega

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

STOP WASTING

OUR MONEY please

Name:

Address:

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☒ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

ALL 3 ROUTES CREAT NOISE

AND VIBRATION

Name:

Address:

Phone:

Email:

Ernest J. Yuska [redacted]

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

HELP KEEP LIGHT RAIL OUT OF THE SOUTH BAY

NO LIGHT RAIL

Name:

Address:

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☒ Bus Terminal

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option ☒ No Rail

Additional Comments on the Draft Environmental Impact Report:

"Light rail" is a failure! Who will it benefit in Torrance? Better to use the "Hub" as a convenient Bus Terminal to

Name: James Lewis

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

P.S. People who ride on these light Rail's, Harass other people on the transit's - You need security to protect the other commenitors.

Additional Comments on the Draft Environmental Impact Report:

Torrance is a beautiful community. Please Do not put this transit in. You're Going to give the Drug dealers, Gangs, Prostitutes & Child-Molesters Perverts DTHC [illegible] to your city

Name:

Address:

Phone:

Email: (please three me) direct line to the mayor

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

X Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

DON'T WANT ANY OF THEM!
Have to move out of Torrance after 20 yrs too much traffic, homeless, etc. and more people!

Name: [redacted]

Address: [redacted]

Phone: [redacted]

Email: [redacted]

TORRANCE TRANSIT

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

I do not think a light rail to Torrance would be worth the cost.

Name: Irene Armendariz

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☒ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Not happy with any of the above, as it will ruin our town + bring in more criminal element. We will loose our beach

Name: Kathleen Kenny

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

We do not want Light Rail to Torrance. It just brings Problems to Torrance. We would love The Same Problems Long Beach has. Ambassador Security does not work

Name: member of Madrano

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

I hate that these trains will bring an element of our population that I would rather see stay in L.A. + Venice

Name: Vicki Wallace

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Don't need this at all.
How many people will use it?
Useless waste of money.

Name: Karen Robinson

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

☒ STOP OVERCROWING

Additional Comments on the Draft Environmental Impact Report:

Is this a vote? A survey?
We don't have the details of why one option is better. We didn't even ask for this.

Name: RICK & LORI KAMPATH

Address: [redacted]

Phone:

Email:

TORRANCE TRANSIT

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/C_neExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Don't need this at all.
How many people will use it?
Useless waste of money.

Name: Karen Robinson

Address: [redacted]

Phone:

Email:

TORRANCE TRANSIT

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

☒ STOP OVERCROWING

Additional Comments on the Draft Environmental Impact Report:

Is this a vote? A survey?
We don't have the details of why one option is better. We didn't even ask for this.

Name: RICK & LORI KAMRATH

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

No Light Rail to Torrance !!

Name: Vicki Smith

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

We don't even have sidewalks in neighborhood! Maybe take care of that first. Thank you

Name: Mr. David A. Pinola

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

■ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

I NEVER WANTED THE METRO LINK IN TORRANCE
I BELIEVE IT will INCREASE THE CRIME RATE
IN THE CITY AND TRAFFIC WASTE OF TAX MONEY

Name: Barry Buth
Address: [redacted]
Phone:
Email:

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

☑ No to light rail!!!

Additional Comments on the Draft Environmental Impact Report:

~~Do NOT~~ bringing the rail to S. Bay will create, to my records, that will exacerbate the "homeless" problem which is unbelievable now. People in S. Bay like and will not give up their cars. This is a bad idea -

Name: SHIRLEY MITCHELL
Address: [redacted]
Phone:
Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

NO LIGHT RAIL !!!
FORGET THE ABOVE OPTIONS

Name: CHARLES BAUMAN

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

I think that it is a waste of time & money because its not that many people taking public transportation, but Good Luck on the project.

Name: F. Black

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

NOW AT THESE RATES, DON'T BUILD IT. TORRANCE IS CONGESTED ENOUGH NOW, WE DON'T NEED MORE PEOPLE COMING HERE.

Name:

Address:

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

DO NOT BUILD IN TORRANCE

NO LIGHT RAIL

Name: [redacted]

Address:

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)* NO — NO — NO

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

WE, TORRANCE CITY, FINANCIALLY SUFFERS - THIS IS RIDICULOUS TO BUILD. TAKE CARE OF THE FINANCIAL ISSUES NOT METRO! AND HELP THOSE IN NEED HOMELESS ETC!

Name: SUPRUTH

Address: [redacted]

Phone:

Email:

TORRANCE TRANSIT

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☑ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

① Will we have layers of traffic? / put it underground?

② Trench is too hard to clean. I like the openness the

③ Hawthorne option looks best & most useful. But

Name:

Address: [redacted]

Phone:

Email:

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

METRO SHOULD BUILD A SUBWAY TUNNEL THROUGH REDONDO BEACH.

Name: RICHARD BAKER

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

FOR OLD PEOPLE THE MAP IS A LITTLE TOO SMALL. "MARY GIORDANO REG. TRANSIT CTR." SHOULD BE IN THE MAP.

Name:

Address:

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Cheapest ≠ 'Best'? Route should benefit those w/o other transportation. (Within reason.) Consider alternatives to "fixed line" systems (can be changed easily to changing conditions) - eg "jitneys"

Name: [redacted]

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☒ Trench Option ☒ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

ALL PUBLIC TRANSPORTATION SHOULD BE INCREASED AND UPDATED TO MEET THE NEEDS OF THE INCREASING CITIZENS OF TORRANCE.

Name: Michael Mitani

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Share Your Thoughts on Extending Light Rail to Torrance! to UNION STATION in L.A.

FROM

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

A good idea is a light line from Torrance transit center to Union Station, Downtown Los Angeles, to start.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)* (NO BUILD)

☐ Proposed Project: Metro Right-of-Way Elevated/At Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report.

This is a waste of money, no one needs this and no one will be using this waste of money except maybe a homeless person to get out of the cold. this is ridiculous. Do NOT use taxpayer monies for such wasteful idea. No one is going to drive to ride on stupidity. DUMB IDEA!!!

Name: D. WEIRICK

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report.

What a waste! Torrance made the right decision not to make a station!

Name:

Address: [redacted]

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyur..com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☒ Trench Option ☒ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report

We need more police !!!
We don't need light rail that isn't safe to ride nor empty leases! We do need water, stop expending our money and raising our taxes!!

Name: Stop the nonsense!
Address: More trains to nowhere-
Phone: like we already have!!
Email: electricity and gas!

TORRANCE TRANSIT

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report

Don't want rail in Torrance at All!
Drugs sale + assault on metro is UP HUGE!
Very bad move.

Name: TERRANN FERREN
Address: [redacted]
Phone:
Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

No light rail at all! More transit brings more crime into the city.

Name: John + Emely Arsignes

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☒ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

I prefer that the rail not be built. I predict low ridership.

Name: Susan Gibson

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

NO Need
Keep STREET LIKE NOW,

Name: Scott TAN

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Will crime increase in the
city? I live very close to the
Regional Transit Center.

Name: Laurie Lehmer

Address: [redacted]

Phone

Email

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

None

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

No Extension of Metro at All

Name: Wilmes, LLC [redacted]

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Stop This invasion

Name: Priscilla Sena

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

~~☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade~~ NO ~~☐ Trench Option~~ NO ~~☐ Hawthorne Option~~ NO NONE

Like Train to Nowhere!

Additional Comments on the Draft Environmental Impact Report:

No, Do Not plan It is a Waste of Money No one Will use it. Just improve Bus System

Name: Judith Shoemaker

Address: [redacted]

Phone:

Email:

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

THIS IS NOT NEEDED (NO LIGHT RAIL)

Name: DON WHITE

Address: [redacted]

Phone:

Email:

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

NONE of the above. STOP Light rail at border will only bring more crime. Read The paper we see you. DISSOLVE TORRANCE Transit. Very few riders are TORRANCE Tax payers. Losses $ million per year

Name: Dawson J

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

I do not want money going to public transportation, fund the Police and Prosecutors to fight crime. My house was broken into twice in the last 3 years.

Name: Michael Litvin

Address: [redacted]

Phone:

Email:

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Women of any age are NOT safe on LA County rail - Bring it but please don't count on us riding - it will be FILLED w/ homeless riders

Name: Gerri Yarborough

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

I'd like the Light Rail to Carson instead of Torrance

Name: "S" Matt

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☑ Trench Option ☑ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

1. No elevated at Crenshaw Blvd. Zinsler about project.
2. Driving will be mentioning other and this rail system will be extremely more [illegible] buses!

Name: Kevin Brown

Address: [redacted]

Phone:

Email:

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option ☑ NO Thank you

Additional Comments on the Draft Environmental Impact Report:

No thank you to this entire project.

Name: Richard Rudshagen

Address:

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

DON'T !!!

Name: Lo Barry

Address: [redacted]

Phone:

Email:

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

OPPOSED! TAXES TOO HIGH ALREADY; WILL NOT REDUCE TRAFFIC. MOST PEOPLE IN TORRANCE WORK outside of City.

Name: Cheryl Petrucelli

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)* I vote for none of these! NO!

~~☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option~~

This will not fix the mess you've created with the traffic!

Additional Comments on the Draft Environmental Impact Report:

A Status Symbol! Maintain what Torrance already has, Roads, schools, quit dishing out building permits, you've made a mess! You want voters taxes at a time when we are struggling. How insensitive!!

Name: L. Hawkes

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

As a 69 year resident of Torrance, I am not pleased with any of these ideas. This brings bad elements into our city. The buses cost $ [illegible] well and nothing else is needed. Wasteful money [illegible]

Name: Julie Wolfe

Address: [redacted]

Phone:

Email:

CITY OF
TORRANCE

GEORGE K. CHEN
MAYOR

CITY COUNCIL MEMBERS
JONATHAN KAJI – District 1
BRIDGETT LEWIS – District 2
ASAM SHEIKH – District 3
SHARON KALANI – District 4
AURELIO MATTUCCI – District 5
Dr. JEREMY GERSON – District 6

May 1, 2024

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

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

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

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

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

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

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

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

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

Thank you for your time and consideration.

Sincerely,

[redacted]

George K. Chen
Mayor
City of Torrance

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

Attachments:

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

CITY OF
TORRANCE

PATRICK J. FUREY
MAYOR

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

September 19, 2018

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

RE: Proposed Green Line Extension to Torrance

Dear Mr. Washington,

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

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

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

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

Sincerely,

[redacted]

Patrick J. Furey, Mayor
City of Torrance

CITY OF
TORRANCE

PATRICK J. FUREY
MAYOR

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

March 3, 2021

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

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

Dear Ms. Roybal Saltarelli,

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

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

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

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

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

3031 Torrance Boulevard • Torrance, California 90503 • 310/618-2801 • FAX 310/618-5841

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

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

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

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

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

Alternative 2: Hawthorne Boulevard

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

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

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

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

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

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

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

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

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

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

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

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

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

Sincerely,

[redacted]

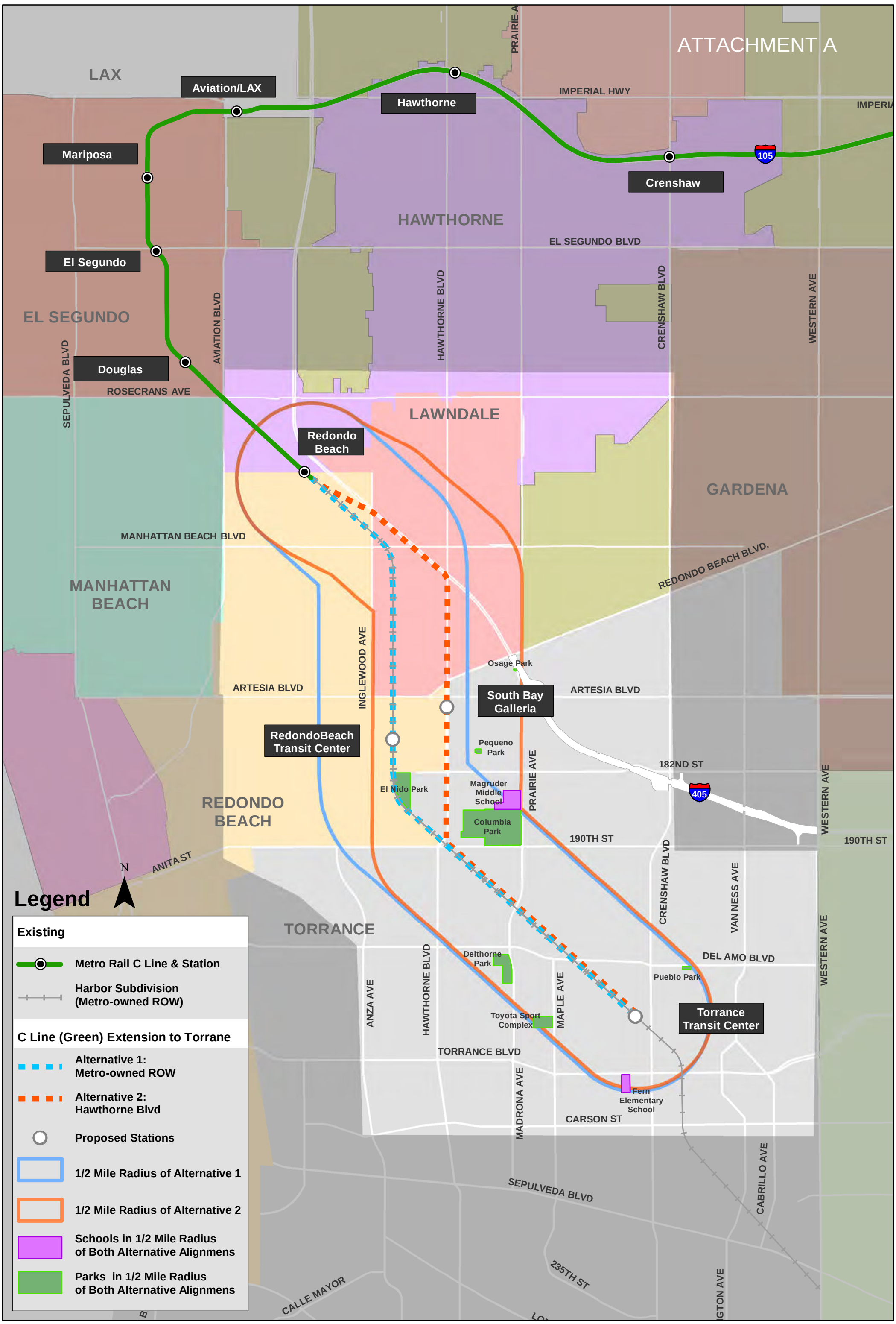
Patrick J, Furey, Mayor
City of Torrance

Attachment:

A. Torrance Vicinity Neighborhoods, Parks, and Schools Map

ATTACHMENT A

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



CITY OF
TORRANCE

GEORGE K. CHEN
MAYOR

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

November 1, 2022

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Sincerely,

George K. Chen
Mayor
City of Torrance

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

CITY OF
TORRANCE

GEORGE K. CHEN
MAYOR

March 15, 2023

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

Dear Chair Najarian,

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

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

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

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

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

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

Sincerely,

[redacted]

George K. Chen
Mayor
City of Torrance

CITY OF
TORRANCE

OFFICE OF THE CITY MANAGER

Aram Chaparyan
City Manager

Danny E. Santana
Assistant City Manager
310/618-2405
DSantana@TorranceCA.Gov

March 27, 2023

Sent via E-Copy and USPS First Class Mail

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

Dear Ms. Sheridan:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Sincerely,

ARAM CHAPARYAN
CITY MANAGER

[redacted]

Danny E. Santana, MPA
Assistant City Manager

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

Attachment A

CITY OF
TORRANCE

PATRICK J. FUREY
MAYOR

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

September 19, 2018

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

RE: Proposed Green Line Extension to Torrance

Dear Mr. Washington,

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

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

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

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

Sincerely,

[redacted]

Patrick J. Furey, Mayor
City of Torrance

3031 Torrance Boulevard • Torrance, California 90503 • 310/618-2801 • FAX 310/618-5841

CITY OF
TORRANCE

PATRICK J. FUREY
MAYOR

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

March 3, 2021

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

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

Dear Ms. Roybal Saltarelli,

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

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

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

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

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

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

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

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

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

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

Alternative 2: Hawthorne Boulevard

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

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

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

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

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

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

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

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

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

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

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

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

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

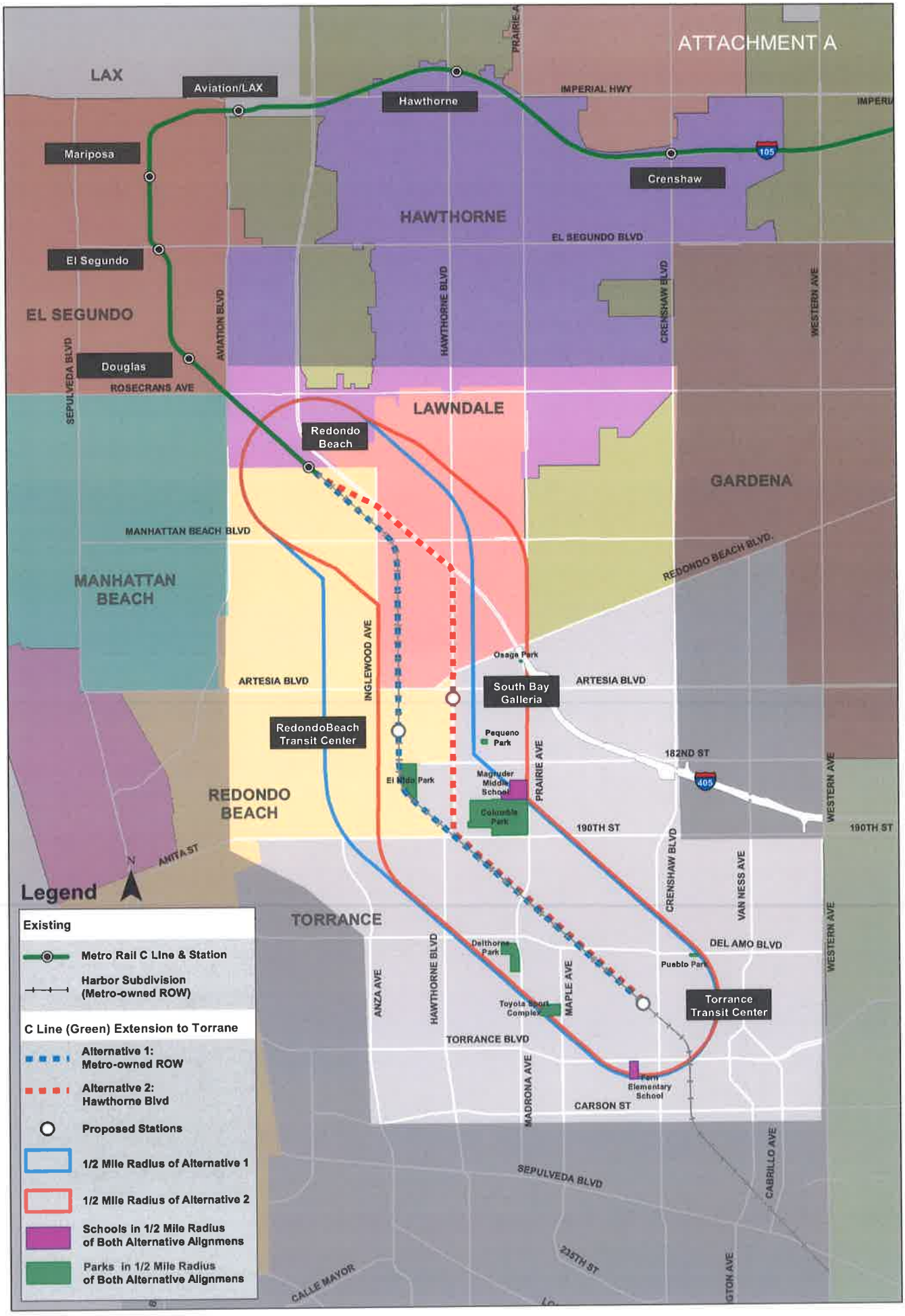
Sincerely,

[redacted]

Patrick J, Furey, Mayor
City of Torrance

Attachment:

A. Torrance Vicinity Neighborhoods, Parks, and Schools Map



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

CITY OF TORRANCE

GEORGE K. CHEN
MAYOR

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

November 1, 2022

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Sincerely,

George K. Chen
Mayor
City of Torrance

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

CITY OF
TORRANCE

GEORGE K. CHEN
MAYOR

March 15, 2023

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

Dear Chair Najarian,

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

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

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

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

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

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

Sincerely,

[redacted]

George K. Chen
Mayor
City of Torrance

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1021 O STREET, SUITE 6610
SACRAMENTO, CA 95814
TEL (916) 651-4024
FAX (916) 651-4924

DISTRICT OFFICE
2512 ARTESIA BLVD., SUITE 320
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FAX (310) 318-6733

WWW.SENATE.CA.GOV/ALLEN
SENATOR.ALLEN@SENATE.CA.GOV

California State Senate

SENATOR
BEN ALLEN
TWENTY-FOURTH SENATE DISTRICT

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

May 18, 2023

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

Dear Chair Najarian,

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

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

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

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

Sincerely,

[redacted]

BEN ALLEN
Senator, 24th District

CITY OF
TORRANCE

PUBLIC WORKS DEPARTMENT

Craig Bilezerian
Public Works Director

March 23, 2023

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

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

Dear Ms. Sheridan,

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

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

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

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

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

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

Thank you for your time and consideration.

Best Regards,

[redacted]

AROHI SHARMA
City of Torrance Traffic Commission, Commissioner

Craig Bilezerian
Public Works Director

CITY OF TORRANCE

PUBLIC WORKS DEPARTMENT

March 23, 2023

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

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

Dear Ms. Sheridan,

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

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

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

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

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

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

Thank you for your time and consideration.

Best Regards,

[redacted]

DAN THOMAS
City of Torrance Traffic Commission, Vice-Chair

TORRANCE AUTO DEALERS ASSOCIATION

June 2, 2023

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

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

Dear Chair Najarian,

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

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

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

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

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

Sincerely,

[redacted]

Jeff Robinson
Owner, Scott Robinson Honda & Scott Robinson Chrysler Dodge Jeep Ram
President, Torrance Auto Dealers Association

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

TORRANCE
Area Chamber of Commerce

3480 Torrance Blvd., Suite 305, Torrance CA 90503 | (310) 540-5858 |www.TorranceChamber.com

September 14, 2023

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

Subject: Support for the Green Line Extension to Torrance Project

Dear City Manager Aram Chaparyan,

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

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

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

OFFICE OF CITY MANAGER
SEP 25 AM 11:16

TORRANCE
Area Chamber of Commerce

3480 Torrance Blvd., Suite 305, Torrance CA 90503 | (310) 540-5858 |www.TorranceChamber.com

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

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

Thank you for your consideration.

[redacted]

Donna Duperron,
President and CEO

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Metro

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

March 27, 2023

Dear Ms. Sheridan:

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

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

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

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

Sincerely,

[redacted]

Donald Szerlip
Chair
South Bay Cities Service Council

Dear LA Metro Board,

I am writing to express my full support for the Hybrid LPA alignment for the [redacted] Line. The proposed right-of-way already exists and already includes an active rail corridor, making it the most cost-effective option and, by a significant margin, the quickest to construct. This alignment reflects years of careful planning and collaboration. I respectfully urge you not to undo the substantial progress that has already been made or delay the construction.

In addition, I respectfully request that you initiate the FEIR for the modified LPA of the S Line as soon as possible. There is no clear justification for additional delays or for increasing project costs when a viable and well-vetted option is already available.

Finally, I strongly encourage you to adopt SB79 as written, without modifications or dilution. SB79 is a critical tool for enabling the transit-oriented development necessary to address our ongoing housing challenges and to significantly improve the effectiveness and ridership of the Metro system. Weakening this legislation would undermine its purpose and the broader regional benefits it is intended to deliver.

Thank you for your time, consideration, and continued commitment to delivering efficient, affordable, and effective transit solutions.

Friends of LA Metro,

[redacted]

Joseph D. DeLattre

Daniel Lim

Dakota Abernathy

Gabrielle Dunn

Sean Owen

Steph Tam

CAS Strength

[redacted]

North S Corridor MD

[redacted]

Steven Dvornicky

Kevin Lamb

[redacted]

Hannah Schramm

Hannah Schramm

[redacted]

Daniel Ferdi

Mark Abernathy

Tammy Lloyd

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0066
(916) 319-2066

DISTRICT OFFICE
3424 WEST CARSON STREET, SUITE 450
TORRANCE, CA 90503
(310) 375-0691
FAX (310) 375-8245

Assembly
California Legislature

AL MURATSUCHI
CHAIR, EDUCATION COMMITTEE
ASSEMBLYMEMBER, SIXTY-SIXTH DISTRICT

COMMITTEES
BUDGET
BUDGET SUBCOMMITTEE NO. 3 ON EDUCATION FINANCE
HIGHER EDUCATION
NATURAL RESOURCES
JOINT LEGISLATIVE COMMITTEE ON CLIMATE CHANGE POLICIES

January 22, 2026

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

RE: Metro C-Line Extension to Torrance – Support

Dear Metro Board of Directors:

We write in support of the certification of the Final Environmental Impact Report and the approval of the Locally Preferred Alternative to extend the Metro C-Line to the Torrance Transit Center.

As the South Bay representatives in the California Legislature on and off since 2012, we have long awaited the promise of extending Metro light rail service to the South Bay, which has to date been one of the most underserved regions within Los Angeles County for light rail service. This extension will reduce traffic, air pollution, and greenhouse gas emissions by getting more people out of their automobiles and on to public transportation. The project will also create tens of thousands of construction jobs.

In 2018, we negotiated with then Governor Jerry Brown to help secure $231 million in state funding for the Metro light rail extension. That same year, we joined Governor Brown and then Los Angeles Mayor Eric Garcetti, along with Supervisor Janice Hahn and other South Bay elected officials, for the groundbreaking of the Torrance Transit Center, with the declared goal of the Metro extension to be part of the "28 by 2028" list of projects to be completed by or before the 2028 Los Angeles Olympics.

Eight years later, the Metro Board is still debating whether to build the project along the existing Right of Way or to pursue a Hawthorne Boulevard option. This raises significant unanswered questions about how to pay for an estimated $730 million funding shortfall and numerous permanent and temporary commercial property and easement acquisitions that would be required. Additionally, this increases the likelihood of many more years of construction delays and threatened litigation.

We understand the concerns of residents living near the existing Right of Way corridor. It is our understanding that Metro staff have spent countless hours listening to their concerns and have incorporated significant mitigation measures into the proposed Locally Preferred Alternatives to address concerns of noise, vibration, and environmental impacts.

The Metro Board should move forward with the commonsense proposal before it, to certify the Final Environmental Impact Report and to approve the Locally Preferred Alternative to extend the Metro C line to Torrance. This proposal is the result of the extensive, thoughtful process followed by Metro staff to address community concerns while moving forward in the most practical manner, along the existing Right of Way.

Our South Bay communities have waited too long for this Metro light rail extension. Please do not delay this important project any further.

Thank you for your consideration. Should you have any questions, please contact our District Directors, Melissa Ramoso, at (310) 375-0691, and James Reina, at (310) 414-8190.

Respectfully,

[redacted]

AL MURATSUCHI
Assemblymember, 66th District

[redacted]

BEN ALLEN
Senator, 24th District

SARA DEEN
FOR STATE ASSEMBLY

January 20, 2026

Dear Metro Board Members,

My name is Sara Deen. I am a South Bay homeowner, small business owner in Torrance, elected and appointed South Bay school board member, and a candidate for the California State Assembly. Most importantly, I am the mother of two El Camino College students and the daughter of two South Bay seniors. I write in strong support of the staff recommendation to approve the C/K Line Extension.

Safe, reliable public transit reduces traffic, shortens commutes, prevents injuries, and improves air quality. As a healthcare provider, I see firsthand how transit access supports both disease prevention and timely care. As a small business owner, I recognize how rising housing costs push workers farther from their jobs, making affordable and reliable transportation essential for teachers, nurses, school staff, and other essential workers in the South Bay.

The C/K Line Extension will also expand educational opportunities. Reduced transportation costs could allow public schools greater access to field trips and cultural experiences. At the Torrance Transit Summit, I was especially moved by seniors who described how this extension would restore independence and connection for those who no longer drive.

I urge the Metro Board to certify and approve the Final EIR and move forward with the project. The Locally Preferred and Hybrid Alternatives reflect thoughtful engagement with community concerns while advancing a solution that benefits the broader South Bay. I also encourage Metro to commit to sustained investment in transit maintenance—reliable infrastructure requires ongoing stewardship.

This project is an investment in safety, mobility, economic vitality, and intergenerational opportunity. I hope one day to tell my grandchildren that our community chose progress, access, and shared responsibility by extending light rail from Redondo Beach to Torrance.

Thank you for your leadership and consideration.

Sincerely,

[redacted]

Sara Deen
[redacted]

From: Customer Relations
To: Board Clerk
Cc: Roman, Anthony
Subject: Fw: (EXTERNAL) Public Comment to the Los Angeles Metro Board
Date: Tuesday, January 20, 2026 9:06:59 AM

Good morning,

Please see the message below. Can someone assist with this concern?

S. Edwards
Metro Customer Relations
213.922.6235 W
800.464.2111 Toll Free
CustomerRelations@Metro.net
metro.net | facebook.com/losangelesmetro | @metrolosangeles
Metro's mission is to provide world-class transportation for all.

From: [redacted] [redacted]>
Sent: Saturday, January 17, 2026 5:57 PM
To: Customer Relations <CustomerRelations@metro.net>
Subject: (EXTERNAL) Public Comment to the Los Angeles Metro Board

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

My name is Troy Rubio Trejo, and I am a resident of Los Angeles County. I am writing to express my full support for several critical Metro projects that will greatly enhance regional mobility and equity across our county.

I fully support the Sepulveda Transit Corridor – Modified Alternative 5 (5LPE) and the Final Environmental Impact Report (FEIR). This project is essential to improving north–south connectivity and reducing congestion in one of the most heavily traveled corridors in the region.

I also strongly support the opening of the D Line Phase One through the

Wilshire Corridor, as well as the South Bay extension of the K Line. These projects represent long-overdue investments in reliable, high-capacity transit for communities that need it most.

Additionally, I fully support the Metro Board's selection of the Metro ROW Hybrid Alternative alignment for the South Bay K Line Extension. This alignment will provide efficient service while maximizing long-term benefits for riders and surrounding communities.

The South Bay deserves expanded transit options, and these projects are vital to improving access, mobility, and quality of life. I urge the Metro Board to continue moving forward decisively on all three of these major projects.

Thank you for the opportunity to provide public comment and for your continued leadership.

Respectfully,

Troy Rubio Trejo

Los Angeles County Resident

Sent from Yahoo Mail for iPhone

From: Customer Relations
To: Board Clerk
Subject: Fw: [EXTERNAL] No Metro Rail Line in the South Bay!!
Date: Wednesday, January 21, 2026 2:46:16 PM

Good afternoon,

Please see the message below.

S. Edwards
Metro Customer Relations
213.922.6235 W
800.464.2111 Toll Free
CustomerRelations@Metro.net
metro.net | facebook.com/losangelesmetro | @metrolosangeles
Metro's mission is to provide world-class transportation for all.

From: Eileen Ne[redacted]
Sent: Wednesday, January 21, 2026 1:59 PM
To: Customer Relations <CustomerRelations@metro.net>
Subject: [EXTERNAL] No Metro Rail Line in the South Bay!!

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I am opposed to putting additional metro lines in the South Bay. This will increase crime and transport more crazed homeless people to our communities. We want to remain above the crime, drug and gang riddles communities that all have metro rail access in common—it's the vein that carries criminals and derelicts!
Sincerely,
[redacted]

From:	Customer Relations
To:	Board Clerk
Subject:	Fw: (EXTERNAL) I am writing in support of Motion 11.1 Approving Hawthorne Blvd Alignment as the project LPA for C-Line extension to Torrance. FOR
Date:	Wednesday, January 21, 2026 12:21:21 PM

Good afternoon,

Please see the message below.

S. Edwards
Metro Customer Relations
213.922.6235 W
800.464.2111 Toll Free
CustomerRelations@Metro.net
metro.net | facebook.com/losangelesmetro | @metrolosangeles
Metro's mission is to provide world-class transportation for all.

From: barbara epstein [redacted]
Sent: Wednesday, January 21, 2026 12:14 PM
To: Customer Relations <CustomerRelations@metro.net>
Cc: hollyjmitchell@bos.lacounty.gov <hollyjmitchell@bos.lacounty.gov>; info@timsandoval.com <info@timsandoval.com>; jdupontw@aol.com <jdupontw@aol.com>
Subject: (EXTERNAL) I am writing in support of Motion 11.1 Approving Hawthorne Blvd Alignment as the project LPA for C-Line extension to Torrance. FOR

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Dear Board Clerk,

I am writing in support of Motion 11.1 Approving Hawthorne Blvd Alignment as the project LPA for C-Line extension to Torrance.

The elevated Hawthorne Bl option makes the most sense and I would like to use it to visit friends and attend cultural events.

Thank you.

Barbara Epstein
[redacted]

Sent from my iPad

From:	Eric Perez
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.s@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; sbjusticealliance@gmail.com
Subject:	(EXTERNAL) YES to Hawthorne Blvd and NO to ROW for C/K Line Extension to Torrance
Date:	Wednesday, January 21, 2026 4:24:05 PM

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Hi my names Eric I live on 171st I think the train should be moved toward Hawthorne blvd it'll really affect my family and I very much with traffic and hearing a train all the time in the neighborhood
Sent from my iPhone

From:	Jose Zenteno
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.s@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; sbjusticealliance@gmail.com
Subject:	(EXTERNAL) YES to Hawthorne Blvd and NO to ROW for C/K Line Extension to Torrance
Date:	Tuesday, January 20, 2026 2:05:18 PM

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From:	Patrick T. Fallon
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.s@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; sbjusticealliance@gmail.com
Subject:	(EXTERNAL) YES to Hawthorne Blvd and NO to ROW for C/K Line Extension to Torrance
Date:	Tuesday, January 20, 2026 1:18:00 PM

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Dear Metro Board,

This letter is to note my support as a Lawndale resident for the Hawthorne Blvd Motion for the C/K Line Extension

This is a generational project that will impact residents and families for years to come. While it may cost more - it will have higher ridership and impact the community forever.

Many of you have met my daughter at past Board meetings and community events. She is now a toddler and one of our favorite activities is riding the train from the Marine Ave Redondo Beach station. She loves exploring the beautiful LAX Metro station. We call her our little engineer. (Image attached)

She will be a teenager when this is built. I hope she will be able to take this train to take summer classes at El Camino College.

A Hawthorne Blvd alignment will offer her and I greater opportunity to visit family and friends in Torrance and Redondo. I truly hope the K LIne North is also approved and expedited to connect to

even more great places.

Not only will the Hawthorne Blvd option have the highest ridership, myself included, Hawthorne Blvd with have enthusiastic support from people in Lawndale to help secure funding and permitting while improving transportation access for historically underserved communities.

Lawndale has already been divided once by the 405 freeway years ago. History does not need to repeat itself.

A vote for Hawthorne is a vote for smart transit for generations.

Respectfully,
Patrick

Patrick T. Fallon

From:	Gurvinder Singh
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.s@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; sbjusticealliance@gmail.com
Subject:	(EXTERNAL) YES to Hawthorne Blvd and NO to ROW for C/K Line Extension to Torrance
Date:	Wednesday, January 21, 2026 4:30:20 PM

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Hi, my name is Gurvinder. We want to be build a train on Hawthorne Boulevard is better for the health and that's all everyone you want. Appreciate it for everything you guys do.
Sent from my iPhone

From:	Patrick T. Fallon
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.s@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; MSanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; sbjusticealliance@gmail.com
Subject:	(EXTERNAL) YES to Hawthorne Blvd and NO to ROW for C/K Line Extension to Torrance
Date:	Tuesday, January 20, 2026 1:23:06 PM

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Dear Metro Board,

This letter is to note my support as a Lawndale resident for the Hawthorne Blvd Motion for the C/K Line Extension

This is a generational project that will impact residents and families for years to come. While it may cost more - it will have higher ridership and impact the community forever.

Many of you have met my daughter at past Board meetings and community events. She is now a toddler and one of our favorite activities is riding the train from the Marine Ave Redondo Beach station. She loves exploring the beautiful LAX Metro station. We call her our little engineer. (Image attached)

She will be a teenager when this is built. I hope she will be able to take this train to take summer classes at El Camino College.

A Hawthorne Blvd alignment will offer her and I greater opportunity to visit family and friends in

Torrance and Redondo. I truly hope the K LIne North is also approved and expedited to connect to even more great places.

Not only will the Hawthorne Blvd option have the highest ridership, myself included, Hawthorne Blvd with have enthusiastic support from people in Lawndale to help secure funding and permitting while improving transportation access for historically underserved communities.

Lawndale has already been divided once by the 405 freeway years ago. History does not need to repeat itself.

A vote for Hawthorne is a vote for smart transit for generations.

Respectfully,
Patrick

Patrick T. Fallon
Lifelong South Bay resident

From:	Jacklyn Ma
To:	Board Clerk
Subject:	(EXTERNAL) Writing to strongly oppose item 11.1, support item 11, support item 10, and very strongly oppose item 33
Date:	Tuesday, January 20, 2026 6:35:23 PM

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Dear Metro Board:

My name is Jacklyn Ma and I am a 15 year resident of LA, a physician, and I am very concerned about the health affects of climate change, traffic and unsafe streets in LA. So I am writing to enthusiastically support Item 11 and strongly oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system, less car dependency, and ultimately improved quality of life for everyone.

Thank you,
Jacklyn Ma
[redacted]

From:	Judy Emerson
To:	Board Clerk
Subject:	(EXTERNAL) We Support the Train to Torrance on the Hawthorne Blvd Option (Jan 22, 2026 Agenda Item)
Date:	Sunday, January 18, 2026 8:28:01 PM

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To: LA Metro Board of Directors
From: Alan and Judy Emerson

As residents of Torrance and the Los Angeles region, we write in strong support of the Metro C (Green) Line Extension to Torrance (now K) and the Hawthorne Blvd option.
Thank you for considering our voice.

From: Chelsea Schreiber
Subject: (EXTERNAL) Videos from on the ground canvasing on Monday that you need to see to believe
Date: Tuesday, January 20, 2026 2:40:09 PM

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Dear Metro Board of Directors -

One more thing before I have to pick up my kids from school. I'm going to attach two videos of neighbors that I took yesterday while canvassing. I think they're important for you to see. We were able to reach many neighbors whom I had never met before because it was MLK day and people were home.

I promised them these would only be used internally and would NOT go on social media. I have their contact information, if you want to reach out to them please let me know.

Here's the drive with the videos
- https://drive.google.com/drive/folders/1yGb1b5SruD6X9_1LgYaMlPxj5bb--D5L?usp=drive_link

Thank you! Let me know if you have a problem viewing them.

From:	Chelsea Schreiber
To:	Dave Perry; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; Randall Winston; brittany.montano@lacity.org; amartinez@gatewaycog.org; Gomez, Viviana; bfish@bos.lacounty.gov; Justin Orenstein; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.mata@lacity.org; bfeldman@sgvcog.org; Jarrett Thompson; Kristen Pawling; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; Yoon, Anne; Sanchez, Manny; Councilmember Fernando Dutra; James Butts; Supervisor Janice Hahn (Fourth District); Supervisor Holly Mitchell; mbohlke@sbcglobal.net; Third District; Jackie Dupont-Walker; Supervisor Hilda Solis; Barger, Kathryn; Ara Najarian; Councilmember Yaroslavsky; Councilmember Imelda Padilla; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; Sbjusticealliance@gmail.com
Subject:	(EXTERNAL) Video from resident Mary Dragone who is unable to attend the meeting
Date:	Wednesday, January 21, 2026 12:39:28 PM
Attachments:	IMG_2506.mov

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From: Shelly Marsden
To: Board Clerk
Subject: (EXTERNAL) Use Hawthorne Please
Date: Wednesday, January 21, 2026 1:18:13 PM

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To Whom It May Concern;
Please do not use the ROW to install metro trains. We are a family community and we do not want this going through our neighborhood. It should be in a commercial through fare. I live about a mile from the ROW and I hear the trains every so often. I cannot imagine hearing that several times per day. I want to hear the birds in my backyard. Put the noise on a busy noisy through fare please! I like the idea of mass transportation but it needs to make sense and not degrade our sense of community and tranquility. Politicians wouldn't put this in their home neighborhood so don't put it in ours please.

Thank you for your consideration,
Michelle Marsden

From:	Emily Melzian
To:	dutra@cityofwhittier.org; sbjusticealliance@gmail.com; dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.s@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.yaroslavsky@lacity.org; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk
Subject:	(EXTERNAL) Torrance Resident Concern Regarding Metro Project -Build down Hawthorne, NOT the ROW
Date:	Tuesday, January 20, 2026 10:58:35 PM

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Dear Metro Board of Directors,

My name is Emily, and I am a Torrance resident. I am writing to raise a concern I only recently became aware of, which I believe is important for the Board to fully understand as you consider the Final Environmental Impact Report.

I live in Torrance and I have close friends who live along the right-of-way, and I know the area well. A few years ago, I received a questionnaire from the City of Torrance related to the C Line Extension. Based on how it was presented and worded, I understood it to be an internal City of Torrance survey intended to inform local decision-making, which I understand now is not the case.

The questionnaire itself was misleading. The framing and language suggested a preferred outcome, and it did not clearly explain the broader context or alternatives being studied. It should have been neutral information, without any sort of slant.

I was recently made aware that my name appears in the Final Environmental Impact Report and that my responses to this questionnaire were submitted by the City of Torrance as an official public comment on the Draft Environmental Impact Report. I did not knowingly submit a public comment to Metro, nor was I informed that my responses would be used in this way or attributed to me in an official environmental document.

I believe residents should be clearly informed when their input is being submitted as formal public comment on a state-level environmental review, especially when the material provided to them is framed in a way that appears designed to steer responses.

I wanted to bring this to the Board's attention so you are aware that some comments attributed to residents may not reflect informed, intentional participation in the environmental review process.

Thank you for your time and for considering this concern.

Sincerely,
Emily, Torrance resident

From: Diego Celaya
To: Board Clerk
Subject: (EXTERNAL) Torrance K Line, Sepulveda Line, and SB79
Date: Saturday, January 17, 2026 5:25:50 PM

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Hello,

My name is Diego Celaya. I live in Culver City. I have been without a car for about a year. The LA transit system has made it so I can get around to certain places when I need to. The system is decent but could be so much better.

The K line should definitely be extended to Torrance. The route follows an existing rail line. It would help people to travel easier and make parts of the city better connected.

The Sepulveda line should definitely be Alt 5.

And do not change or water down anything about SB79. It will revitalize our city.

Thank you,
Diego

From:	Owen Eckert Taylor
To:	Board Clerk
Subject:	(EXTERNAL) Thursday: Support Item 10, Support Item 11, and oppose Item 33!
Date:	Tuesday, January 20, 2026 9:16:55 PM

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Dear Metro Board,

I am writing to voice my opinions on some of the items at the upcoming Metro Board meeting this Thursday. I was born and grew up in Los Angeles and am currently a City Planning student at Cal Poly San Luis Obispo.

I support Item 10. The Modified Alternative 5 for the Sepulveda Transit Corridor is a great alternative for what may become the most important line in our entire network. The staff were right to recommend this alternative.

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance. To pass item 11.1 would be to cave to a small group of loud opponents who do not actually reflect public opinion about our public transit. Metro already owns the ROW; we should avoid delaying the project by years and spending hundreds of millions of more dollars. Please support staff's recommendation, and vote no on 11.1.

Finally, I oppose Item 33. SB 79 is the law in California, to ask for an exemption is ridiculous and will limit us from creating more housing around transit stops which will increase ridership and ease the housing crisis.

Thank you for your consideration,
Owen Taylor

From: Caden Ziegler
To: Board Clerk
Subject: (EXTERNAL) Thursday Jan 22, 1026 Board Meeting
Date: Monday, January 19, 2026 12:13:45 PM

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Hello,

I am writing to express my support for both acceptance of the proposed modified Alternative 5 Sepulveda Transit Corridor and FEIR certification of the C Line extension to Torrance. These projects are essential for continued improved and development of our system.

Thank you,

Caden Ziegler

From: Bryce Benson
To: Board Clerk
Subject: (EXTERNAL) This is about the final EIR on the south bay
Date: Tuesday, January 20, 2026 2:12:54 PM

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Hi, my name is Bryce, and I'm a *Hawthorne* resident and a 12th student at Lawndale. At the Thursday Metro Board meeting, please support the K Line Extension to Torrance and the Hybrid LPA.

The Hybrid LPA is our best option to get high capacity rail to the South Bay with a clear path to construction and the most community benefits, and it's been studied extensively. I ask you to certify and approve the Final EIR and advance the staff recommendation. This could more a easier process then the Hawthorne alignment.

From: Kare"l Lokeni
To: Board Clerk; Metro, CLine
Subject: (EXTERNAL) Supporting the Hawthorne Blvd option
Date: Tuesday, January 20, 2026 9:01:36 PM

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My name is Kare'l, I live in Carson and work in Torrance. I support the Hawthorne Blvd elevated option and strongly oppose the ROW option. The Hawthorne option will revitalize Lawndale, boost the economy, preserve green space, and increase ridership, among many other benefits. Hawthorne Blvd is already designed for commuter railway track and previously housed the Pacific Electric Red Cars.

The ROW option is opposed by entire communities, as it poses significant physical, financial, environmental, and emotional risks. It will decimate communities that have existed for generations.

Please support the Hawthorne Blvd elevated option.

Thank you,
Kare'l Lokeni

From: Christopher Dolan
To: Board Clerk
Subject: (EXTERNAL) Supporting South Bay Hybrid Alignment Extension
Date: Saturday, January 17, 2026 7:39:27 PM

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Dear Board Clerk:

I would like to email my support of the Hybrid LPA for the C/K Line South Bay extension to Torrance.

Separately, very pleased with the recent announcement to go with the Modified Alt 5 route for the Sepulveda it will make going to the valley so much better than the 101.

From:	Andrew S Blackney
To:	anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; Board Clerk; Metro, CLine
Subject:	(EXTERNAL) Support the LPA for Agenda item 11
Date:	Wednesday, January 21, 2026 11:27:58 AM

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Honorable Metro Board Members,
My name is Andrew Scott Blackney and I am a resident and homeowner in Lawndale, and a hiring manager for the Aerospace Industry in the South Bay area.
I am writing to urge you to certify the Final EIR and approve the Hybrid Alternative (Locally Preferred Alternative) for the C/K Line Extension to Torrance. As a hiring manager in the aerospace industry, one of the biggest complaints I hear from prospective junior candidates is the commute. They understand that housing and rent prices in the South Bay are a massive burden and look elsewhere to live before they can save up to live where they work. They want to rely on metro for their daily commute. We need to offer the connectivity that our modern workforce demands. This train fulfills a critical need: allowing people access to the South Bay without requiring a car. This extension is a no brainer for this. Unlike other major capital projects currently facing massive budget gaps or awaiting uncertain federal aid the LPA implementation C Line Extension is financially secure. Because the LPA does not rely on federal funding, it avoids the unpredictable delays and red tape associated with federal grant cycles. The Hawthorne option would delay this project unnecessarily with federal red tape. Your staff have done extensive work and to throw all of that away is foolish. When the federal government wants to build a high-ticket item they listen to the staff, people such as myself, and don't go off of vibes. We have the money, we have the alignment, and all that's left is certification. Let's not abandon all of the hard work that has been put in and all put off high quality transit for the South Bay for a generation.
Sincerely, Andrew Scott Blackney

From: Andrew Blackney
To: Board Clerk
Subject: (EXTERNAL) Support the LPA agenda item 11
Date: Wednesday, January 21, 2026 11:52:08 AM

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Honorable Metro Board Members,

My name is Andrew Blackney and I am a resident and homeowner in Lawndale.

I am writing to urge you to certify the Final EIR and approve the Hybrid Alternative (Locally Preferred Alternative) for the C/K Line Extension to Torrance.

While my City Council has frequently opposed the Metro Right-of-Way (ROW) alignment, please understand that they do not speak for all Lawndalians. Many of us in the community fully support the LPA and want to see this project move forward without further delay.

I support the Hybrid Alternative (ROW) for the following reasons:

1. Protecting Hawthorne Blvd: The alternative option—building down Hawthorne Boulevard—would be disastrous for our city. It would subject our primary commercial corridor to years of heavy construction, gridlock traffic, and business closures. The LPA preserves Hawthorne Boulevard for our local businesses and residents.

2. Smart Grade Separation: The Hybrid Alternative includes a trench at 170th Street. This is a "win-win" that provides the speed and efficiency of the ROW while addressing community concerns about safety and noise at key intersections.

3. Connectivity & Future: I want my family to have access to the regional rail network. Delaying this project with the Hawthorne Option or forcing a "restart" to study inferior alignments only hurts residents who are waiting for a clean, car-free alternative to reach LAX, SoFi, and the rest of the county.

Please stop the delays. The "silent majority" of Lawndale residents are ready for this train. We urge you to hold firm to the studied facts, certify the EIR, and build the Hybrid Alternative.

Sincerely, Andrew Blackney

Notice: The information contained in this document and any attachments is private to Andrew Blackney and/or third parties and is intended for the exclusive use of the addressee and may contain confidential, proprietary and/or privileged information. If you are or are not the intended recipient of this communication, you are hereby notified that any use, disclosure, distribution and/or copying of this document is strictly prohibited. If you have received this communication in error please notify the sender immediately and delete this email and any

attachments.

From:	Andrew Blackney
To:	anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; Fernando Dutra; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; Board Clerk; Metro, CLine
Subject:	(EXTERNAL) Support the LPA Agenda Item 11 Metro Board Meeting
Date:	Wednesday, January 21, 2026 11:50:31 AM

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Honorable Metro Board Members,

My name is Jessicalina Blackney and I am a resident and homeowner in Lawndale.

I am writing to urge you to certify the Final EIR and approve the Hybrid Alternative (Locally Preferred Alternative) for the C/K Line Extension to Torrance.

While my City Council has frequently opposed the Metro Right-of-Way (ROW) alignment, please understand that they do not speak for all Lawndalians. Many of us in the community fully support the LPA and want to see this project move forward without further delay.

This issue is deeply personal to me I nearly lost my husband when a driver ran a red light and left him bleeding on the street to die. Praise God good Samaritans came to his aid. The Hawthorne option would similarly put many more metro riders at risk. This intersection is also more accidental prone then any other in the area.

Please stop the delays. I urge you to hold firm to the studied facts, certify the EIR, and build the Hybrid Alternative.

Sincerely, Jessicalina Blackney

From: Zuri Rashad
To: Board Clerk
Subject: (EXTERNAL) Support the extension of the K Line to Torrance!
Date: Monday, January 19, 2026 12:47:39 PM

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Hello,

My name is Zuri and I lived in Carson for over ten years. Transportation is severely lacking in the South Bay region and having a Metro rail extension using the Torrance alignment would greatly improve mobility for residents without a car like myself. Please support the extension of the K Line!

Thank you,
Zuri

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) support of LPA metro line
Date: Monday, January 19, 2026 4:42:53 PM

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Just wanted to show my support of item #11 on your agenda for this Thursdays meeting. Hope it passes!
Thanks
Margaret Jones

From: Cole Arthur
To: Board Clerk
Subject: (EXTERNAL) Support of hybrid LPA alignment in South Bay
Date: Saturday, January 17, 2026 1:51:53 PM

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I am writing today in support of the Hybrid LPA alignment for light rail in the South Bay and In opposition of the Hathorn alignment.

I am an engineer that lives in Hathorn in the immediate vicinity of both options. The vote on this alignment change will be my primary concern for the upcoming elections of all transit board members and I know we have considerable numbers of Hathorn residents you likely are not counting on voting that feel the same.

The main reason for the LPA Hybrid alignment is the much more mature engineering, significant cost savings and the reduced construction impacts.

The cost savings for the LPA alignment is 3/4s of a billion dollars witch is more value that anyone commenting or voting will generate in there enter lifetime. Assuming a city wide tax base of 10 million this "slight adjustment" will end up costing over 70 dollars per tax payer in the entirety of la country all for a alignment that has not had through engineering completed. Any attempt to go with the Hathorn alignment is serious misuse of public funds to the point of being highly unethical.

The disruptions will also be so much worse with the Hathorn alignment it will request closure of far more road lanes for far longer resulting in the loss of tens of thousands of hours in inversed traffic and significantly higher risk to workers from operating in proximity to traffic. It will also require the taking of several minority owned business where has the hybrid alignment requires effectively not takings and inconveniences less than 2 dozen home owners that already live next to an active frate rail line. The relocation of the major storm frame also comes with significant technical risk and if a big storm comes at exactly the wrong time could result in signfcart flooding a displacement though the area.

From: Garry Rosenblum
To: Board Clerk
Subject: (EXTERNAL) Support K Line South Bay Extension!
Date: Saturday, January 17, 2026 11:16:14 AM

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Hello:

Please support K Line South Bay Extension!

Why delay or cancel this entire project after years of studies and money already spent? Is this not already over 50% funded? This is a regional issue and a handful of angry and loud homeowners should not be able to drown out the thousands of future riders this project will support. LA Metro and our region needs to be in support of getting folx OUT OF THE CAR: that's the environmental goal we need to be after! Metro already has the right of way, already owns the land, and there are already rail tracks along the proposed route. Why stop this? It makes literally no sense.

People around the country and globe are looking at Los Angeles right now, and soon will be visiting for World Cup and Olympics. We've already delayed these projects enough and we need to show the world that the region is moving towards the transit future we were promised.

LA can do this! Its' not fair to let a small group of people decide the future of our region. Metro owns the land to build and the plans to make this happen, you owe it to us all to get this project going.

Thank you,
Garry

From: Alex Fineman
To: Board Clerk
Subject: (EXTERNAL) SUPPORT Item 11: C Line Extension – A message from the next generation
Date: Wednesday, January 21, 2026 2:04:55 PM
Attachments: Video.mov

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Dear Chair Dutra and Metro Board Members,

My name is Alex Fineman, and I am a North Redondo resident living near the ROW.

I've emailed you once before, but I'm attaching here a 6-second video of my kindergartner daughter, who in her own words expresses her support for building the extension. Her voice should count as well. Please approve the Hybrid LPA this Thursday so that she and her sister might actually ride this train before they head off to college.

Let's build the transit our kids deserve. Thank you.

Sincerely,

Alex (and Poppy) Fineman

Redondo Beach Residents

From: Heather Cole
To: Board Clerk
Subject: (EXTERNAL) SUPPORT Item 11 Please! Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Sunday, January 18, 2026 8:45:38 AM

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LA Metro Board Clerk,

Dear the Honorable Chair Dutra and all Directors of the LA Metro Board,

As a 15+ year resident of Redondo Beach and employee of the Torrance school district, I am strongly supportive of the C/K Line Extension to Torrance. Please certify the Final EIR and advance the project with the Hybrid LPA. The Hybrid LPA (selected by the Board in 2024) and refined in the FEIR is necessary to upgrade the existing freight corridor to be safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA.

The South Bay urgently needs a transit alternative to the congested I-405 and currently lacks rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery by 2-4 years, cost nearly $1 billion more, and generate risks to drivers, businesses, and transit riders. The Hybrid LPA/ROW is supported by the City of Torrance, dozens of community, business, and labor organizations and has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and champion this critical rail project for South Bay and regional mobility.

Thank you for listening to your constituents,

Heather Cole

Heather Cole
[redacted]

From:	Jacob Pierce
To:	fdutra@cityofwhittier.org; Kathryn Barger; jdupontw@aol.com; butts@cityofinglewood.org; Janice Hahn; Lindsey Horvath; Holly Mitchell; Najarian, Ara; Imelda Padilla; tim.sandoval@pomonaca.gov; Hilda Solis; Katy Young Yaroslavsky; gloria.roberts@dot.ca.gov; Karen.bass@lacity.org
Cc:	dperry@bos.lacounty.gov; Tina.Backstrom@lacity.org; mbohlke@sbcglobal.net; Jorenstein@bos.lacounty.gov; ayoon@bos.lacounty.gov; vrescalvo@gmail.com; Lamont Cobb; wrehman@bos.lacounty.gov; bfish@bos.lacounty.gov; vgomez@bos.lacounty.gov; kristen.pawling@lacity.org; andrew.deblock@lacity.org; Board Clerk; Scott Epstein
Subject:	(EXTERNAL) Support Item 11 (Hybrid Local Alternative Route on Existing ROW); Oppose Item 11.1
Date:	Wednesday, January 21, 2026 4:03:59 PM
Attachments:	AHLA-Hybrid LPA (support Item 11, oppose 11.1).pdf

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Dear Chair Dutra and LA County Metro Board members,

Please see the attached letter from Abundant Housing LA regarding our continued support for the Hybrid LPA for C/K Line extension to Torrance.

Specifically, at tomorrow's Metro Board meeting, we urge you to approve the staff recommendation for Item 11 and reject item 11.1. We are deeply troubled by the last-minute effort to change the route of this light rail extension. A change of this magnitude and at this juncture would significantly delay the extension, add millions of dollars in delay and threatens to derail the entire project.

Thank you,
Jacob Pierce

Housing Elements & Policy Analyst
Abundant Housing LA
@jacobpierceLA

From: Brian Gloyer
To: Board Clerk
Subject: (EXTERNAL) Support for Torrance K line extension ROW option
Date: Tuesday, January 20, 2026 7:05:40 PM

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Hi, I can't make the meeting Thursday but would like to show my support for the LPA ROW option for the C/K line extension to Torrance. Item 2025-0818.
-Brian Gloyer
Torrance

From: Abbas (US), Eliana A
To: Board Clerk
Subject: (EXTERNAL) Support for the South Bay Extension
Date: Monday, January 19, 2026 8:43:13 AM

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To whom it may concern,

The company I work for (Boeing, El Segundo) is situated adjacent to the K-Line (Green Line) at the Mariposa Station. Please certify the FEIR and Hybrid LPA! This would open up the option for taking the metro to more people at Boeing.

Thank you,
Eliana

-

Eliana A. Abbas *(she/her)*

Innovative Solutions
Boeing

From: Shane Rogers
To: Board Clerk
Subject: (EXTERNAL) Support for the South Bay Extension LPA
Date: Saturday, January 17, 2026 6:00:36 PM

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Metro Board,

Today I'd like to voice my support for the LPA described in the FEIR for the South Bay extension of the K-Line. As a LA county resident I want to see my tax dollars go to transit projects that serve transit riders the most while being economically viable. The alternative decided on by Metro staff (after considering the comments from LA residents) is the right choice. Please stick to the Metro owned right of way alternative and not the more expensive Hawthorne proposal.

Let's help the people of the South Bay connect to LAX and the wider Metro Network faster and more efficiently!

Thank you for considering my thoughts on this matter.

--

Shane Rogers

[redacted]

From: Matthew Weekes
To: Board Clerk
Subject: (EXTERNAL) Support for the South Bay extension
Date: Saturday, January 17, 2026 10:08:34 AM

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This is an important regional project that will have a huge impact beyond the line itself and as we switch away from a car-centric transit model. This extension will become keystone to the overall Metro Transit system that must be built following the Metro staff recommendations. The board would be negligent to be swayed by complaints of homeowners who made the decision to buy next to an active railway ROW that are now complaining about an active rail line.
The Board must not be persuaded by these folks who are putting their own interests above the broader community.
Thanks
Sent from my iPhone

From: Pyrodurante
To: Board Clerk
Subject: (EXTERNAL) Support for the Hybrid LPA South Bay Extension
Date: Monday, January 19, 2026 4:19:34 PM

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I'm sending this email to show my support for the South Bay Extension, specifically of the Hybrid LPA and the FEIR certification. As an Angelino this extension is desperately needed to give my neighbors in the south bay a good connection to the rest of the metro system and to give South Bay Transit a better chance to prosper.

From:	Michael Colich
To:	Board Clerk
Subject:	(EXTERNAL) Support for the C Line Extension to Torrance for Metro Regular Board Meeting on Thursday, January 22, 2026 at 10:00 am
Date:	Tuesday, January 20, 2026 3:12:39 PM

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Dear LA Metro Board Members and Staff,

I am writing to express my strong support for the proposed C Line (Green Line) extension into Torrance.

This project is a long-overdue investment in the South Bay and a critical step toward a more connected, equitable, and sustainable regional transportation system. Torrance and surrounding communities remain one of the largest population and employment centers in Los Angeles County without direct rail access. Extending the C Line would significantly improve access to jobs, education, healthcare, and cultural destinations across the county.

The extension would also help reduce congestion on heavily burdened corridors such as the I-405 and I-110, provide a reliable alternative to single-occupancy vehicle travel, and support the region's climate and air-quality goals. In addition, it creates opportunities for transit-oriented development that can add much-needed housing near jobs and transit.

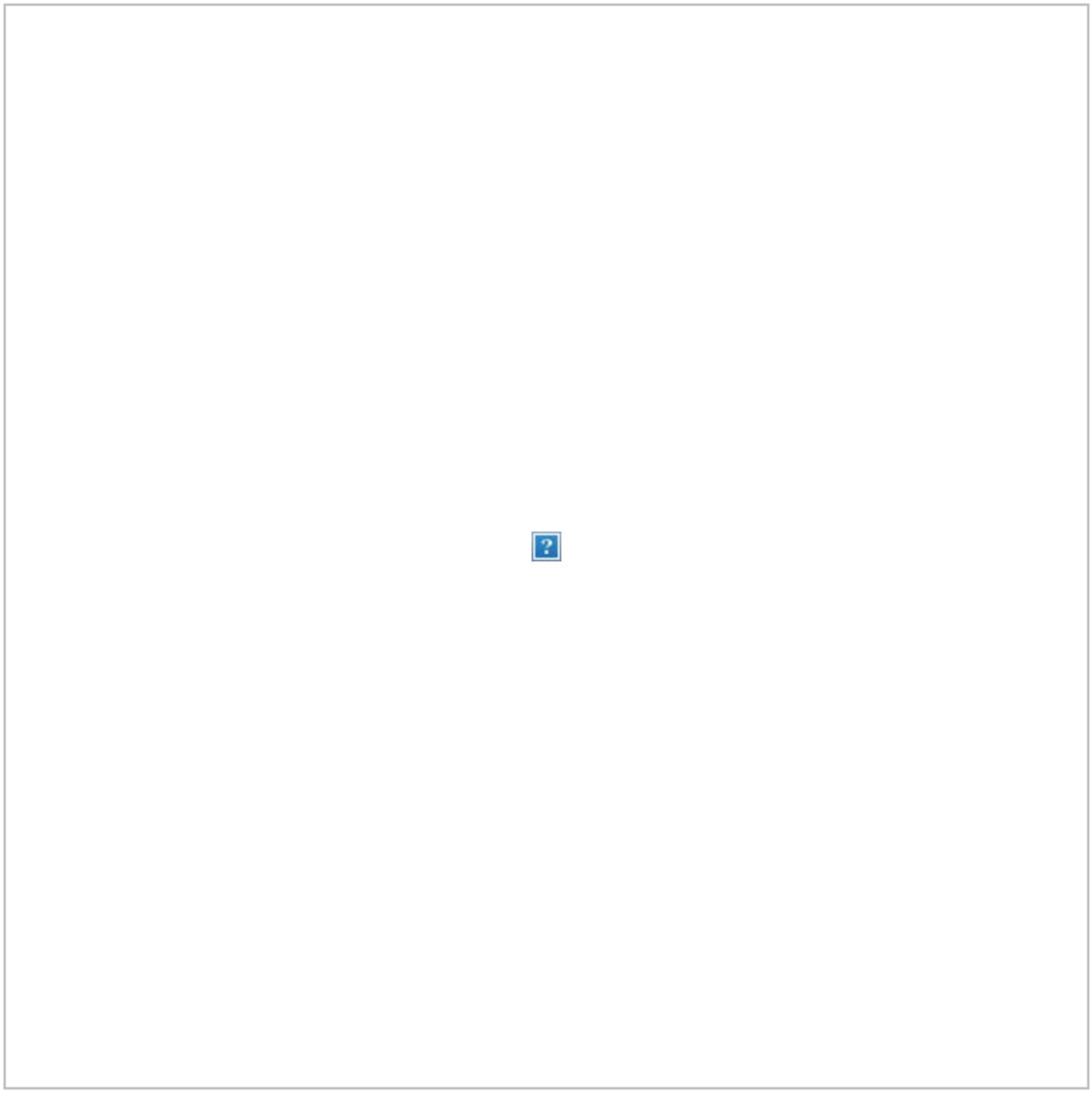
I strongly urge Metro to certify the Final EIR and approve the project to Extend the C Line to Torrance.

Thank you for your leadership and for considering my comments.

Sincerely,
Michael Colich

MICHAEL COLICH
[redacted]

From: Metro C Line (Green) Extension to Torrance <greenlineextension@metro.net>
Sent: Friday, January 16, 2026 7:47 PM
To: Michael Colich [redacted]
Subject: C Line Extension to Torrance on January 22 Metro Board Meeting Agenda



C Line Extension to Torrance to be considered by the Metro Board

Following public comment and discussion by the Metro Board's Planning and Programming Committee, the project will now be considered at the Metro Board of Directors Regular Board Meeting on Thursday, January 22, 2026 at 10:00 am. The Board will consider certification of the Final Environmental Impact Report (EIR) and approval of the project.

Metro Regular Board Meeting

When: Thursday, January 22, 2026 at 10:00 am
Where: Metro Headquarters, One Gateway Plaza, Los Angeles, CA 90012
Watch live: Stream online via the Metro Board webpage at boardagendas.metro.net.

Providing Public Comment

There are multiple ways to provide comment on the project:

- **In-person:** Sign up using the tablets in the Metro Headquarters lobby before 9:45 am on the day of the meeting. For up-to-date details, please visit https://boardagendas.metro.net/.
- **By phone:** Call-in instructions will be available the evening before the meetings on the Metro Board's live stream page.
- **Written Comments:**
  - Email: boardclerk@metro.net
  - Mail: Office of Board Administration, One Gateway Plaza, MS: 99-3-1, Los Angeles, CA 90012. Written comments must be received by 5pm on the day prior to the meeting.

You can also submit comments prior to the Metro Board meeting by email, phone or mail via the project contact information below.

About the Metro Board of Directors

The Metro Board of Directors is Metro's governing body and is responsible for making final decisions on major transit projects, policies, and investments across Los Angeles County. Board approval of the C Line Extension to Torrance would allow Metro to advance design, coordination, and future funding efforts for the project.

Next Steps

If the Metro Board certifies the Final EIR and approves the project, Metro will begin advancing the C Line Extension to Torrance into the next phase of work. This includes refining engineering and design plans, coordinating with corridor cities, pursuing additional funding opportunities, and continuing First/Last Mile planning to improve access, safety, and connectivity for future riders.

Visit metro.net/clinext to learn more about the project and sign up for project updates by clicking here.

El proyecto de Extensión de la Línea C a Torrance pasará a ser evaluado por la Junta de Metro

Tras los comentarios públicos y el debate del Comité de Planificación y Programación de la Junta Directiva de Metro, el proyecto se someterá ahora a consideración en la reunión ordinaria de la Junta Directiva de Metro que se celebrará el jueves 22 de enero de 2026 a las 10:00 am en la cual la Junta considerará la certificación del Reporte de Impacto Ambiental Final y la aprobación del proyecto.

Asamblea ordinaria de la Junta de Metro

¿Cuándo? Jueves, 22 de enero de 2026 a las 10:00 am
¿Dónde? Sede de Metro, One Gateway Plaza, Los Angeles, CA 90012
Véalo en vivo: Transmitido de manera virtual a través de la página web de Metro en boardagendas.metro.net.

Presentación de comentarios públicos

Hay diversas maneras de presentar comentarios sobre el proyecto:

- **De manera presencial:** Regístrese usando las tablets que se encuentran en el vestíbulo de la sede de Metro antes de las 9:45 am el día de la reunión.
- **Por teléfono:** Las instrucciones para llamar se encontrarán disponibles la noche anterior a la reunión en la página de transmisión en vivo de la Junta de Metro.
- **Mediante comenarios escritos:**
    - Correo electrónico: boardclerk@metro.net
    - Correo postal: Office of Board Administration, One Gateway Plaza, MS: 99-3-1, Los Angeles, CA 90012. Los comentarios escritos deberán ser recibidos antes de las 5:00 pm del día anterior a la reunión.

También puede presentar comentarios antes de la reunión de la Junta de Metro por correo electrónico, por teléfono o por correo postal usando la información de contacto del proyecto que se encuentra debajo.

Infomación sobre la Junta Directiva de Metro

La Junta Directiva de Metro es el órgano rector de Metro y es responsable de tomar las decisiones finales sobre los proyectos de transporte público relevantes, sobre las políticas y sobre las inversiones en todo el condado de Los Ángeles. La aprobación de la Extensión de la Línea C a Torrance por parte de la Junta le permitiría a Metro avanzar con el diseño, la coordinación y los futuros esfuerzos de financiamiento para el proyecto.

Próximos pasos

Si la Junta de Metro certifica el Reporte de Impacto Ambiental Final y aprueba

el proyecto, Metro comenzará a avanzar con la próxima etapa de trabajo de la Extensión de la Línea C a Torrance. Ello incluye optimizar los planos de ingeniería y diseño, coordinar con las ciudades por donde pasará el corredor, buscar oportunidades de financiamiento adicional y continuar con la planificación de la primera/última milla para mejorar el acceso, la seguridad y la conectividad para los futuros pasajeros.

Visite metro.net/clinext para obtener mas infomacion sobre el proyecto y registrese para recibir las actualizaciones del proyector

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One Gateway Plaza, Los Angeles, CA 90012-2952

From: Andrew Cobb
To: Board Clerk; tim.sandoval@pomonaca.gov
Subject: (EXTERNAL) Support for South bay Hybrid alignment and Sepulveda Line
Date: Saturday, January 17, 2026 10:12:27 AM

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Hi there! As a metro rider, I strongly support the Hybrid alignment for the South Bay extension, as the cheaper option, it means that funding will happen sooner, helping me connect car-free from my home in Pasadena to my In-laws in Torrance cheaply when driving is not an option. This will maximize Metro's investment in the region and make the K line an excellent transit spine for the region.

I also strongly support the staff recommendation for the Sepulveda line, Heavy rail is the absolute right choice and the connection with UCLA will be so so valuable.

Thanks!
Andrew Cobb, Pasadena

From: Carolyn Scott
To: Board Clerk
Subject: (EXTERNAL) Support for South Bay Extension"s Hybrid LPA
Date: Saturday, January 17, 2026 9:31:21 PM

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Hello Board Members,
I'm a Los Angeles resident writing in support of the Hybrid LPA on the metro right-of-way for the K line extension to Torrance. This extension is such an important piece of LA's transit. Car-free residents like myself will love having a faster, more frequent way to get between Crenshaw and Torrance (and eventually, Long Beach!), and the Metro ROW alignment means we can have that faster and for less money. I'm honestly astounded that any other alignment would be considered. Building on the Metro-owned right of way next to the existing freight tracks not only makes the construction easier and more cost-effective, but will also make pedestrian, cyclist, and car intersections with the freight line safer. People who live nearby are already accustomed to trains on the corridor, and this project will make that experience more pleasant and protected. The Hybrid LPA is the obvious choice.

Carolyn Scott Jorgenson
[redacted]

From: Lela Creamer
To: Board Clerk
Subject: (EXTERNAL) Support for South Bay Extension FEIR certification and Hybrid LPA
Date: Saturday, January 17, 2026 10:59:10 PM

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Hello! My name is Lela Creamer, and I'm a Los Angeles County resident. I am writing in support of the South Bay Extension FEIR certification and the Hybrid LPA. I believe that this option holds the best balance between low costs, effective service, providing a net positive benefit to the environment, and also being minimally disruptive to the surrounding area because it follows the path of an already active freight line. I believe that switching to the Hawthorne alternative will cost significantly more than the current plan and, additionally, invites the possibility of tremendous delays that could increase costs even further and potentially kill the entire project.

I also separately wanted to express my gratitude for the work that you do. I'm proud to live in a city that is working to develop its public transit, and I'm really excited by the developments in the Sepulveda Transit Corridor. Thank you for working so hard to connect this city and to improve the lives of its residents—it means more than you know.

Best,
Lela Creamer

From: K Pulungan
To: Board Clerk; Metro, CLine; davidl@southbaycities.org; annet@southbaycities.org
Subject: (EXTERNAL) SUPPORT for Metro C Line Extension to Torrance on RAIL ROW from Local Aerospace Worker
Date: Monday, January 19, 2026 9:58:53 PM

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Honorable Directors of LA Metro and South Bay Cities COG,

As someone who works and travels around the South Bay, I write to express my strong support for the C/K Line Extension to Torrance. I ask that you advance certification and approval of the Final EIR. The Hybrid Locally Preferred Alternative is a thoughtful, fully grade-separated solution that serves everyone—residents, transit riders, bus riders, drivers, cyclists, and pedestrians—by upgrading the aging freight corridor to be both safer and quieter. It provides a direct, under 19-minute ride from Redondo Beach and Torrance to LAX, connects to two regional bus centers, and adds vital walking and biking paths. It is also the preferred path by the majority of people in the South Bay area, and vocal opponents of this alignment are a fringe minority.

This project will link the South Bay and communities along the K Line with access to jobs, housing, healthcare, sporting events, and education—boosting local economies and community connections. As someone who works in aerospace, this project will be crucial to connecting job centers for such an important industry of LA to the rest of LA, enabling opportunities for people who work in aerospace and live around LA, who want to work in the South Bay's important aerospace industry. It is of national importance that this project gets going ASAP, due to these jobs in the area.

Critically, this Hybrid Locally Preferred Alternative avoids extra costs and significant approval hurdles from Caltrans and SCE facing the Hawthorne alignment. This project was promised to South Bay voters in Measure M nearly a decade ago; after years of fighting for it, we must champion and deliver this for the region. The project meaningfully addresses community concerns while generating 15,000 local jobs, attracting 1.5 million new riders, and remaining cost-effective and well-funded via Measure M, R, and state grants without requiring federal funds. Please continue your support for the project and advance certification of the C/K Line Extension to Torrance FEIR without delay.

Thank you.

From: Diana Tobar
To: Board Clerk
Subject: (EXTERNAL) SUPPORT for Metro C Line Extension to Torrance
Date: Wednesday, January 21, 2026 2:08:08 PM

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Board Clerk Board Clerk,

Honorable South Bay Cities COG and LA Metro Directors,

As a South Bay resident, I urge you to support and certify the Final EIR for the C/K Line Extension to Torrance. The Hybrid Locally Preferred Alternative is a fully grade-separated, community-supported solution that modernizes an aging freight corridor, improves safety and noise conditions, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It is supported by numerous businesses, organizations, and officials across the South Bay. It strengthens regional connections to jobs, housing, education, and communities along the K Line while improving first-last mile mobility. This project delivers on a Measure M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and the LPA will be fully competitive for additional state funding.

Nearly $1.4 billion is already secured—over 50% of total costs—putting it ahead of other Metro rail projects at FEIR certification. No major rail project is fully funded before EIR approval; certification is what unlocks additional grants and creates a shovel-ready project. Other Metro projects have advanced with far less funding in place, from Eastside Transit Corridor (45%) to Southeast Gateway Line (35%) to ESFV Light Rail (22%). The C/K Line Extension is well-positioned to receive additional state funding, and now is the time to champion and advance it. Please advance the project without delay to serve the entire South Bay.

Diana Tobar
[redacted]
[redacted]

From: Vicente Hernandez
To: Board Clerk
Subject: (EXTERNAL) SUPPORT for Metro C Line Extension to Torrance
Date: Wednesday, January 21, 2026 2:06:50 PM

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Board Clerk Board Clerk,

Honorable South Bay Cities COG and LA Metro Directors,

As a South Bay resident, I urge you to support and certify the Final EIR for the C/K Line Extension to Torrance. The Hybrid Locally Preferred Alternative is a fully grade-separated, community-supported solution that modernizes an aging freight corridor, improves safety and noise conditions, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It is supported by numerous businesses, organizations, and officials across the South Bay. It strengthens regional connections to jobs, housing, education, and communities along the K Line while improving first-last mile mobility. This project delivers on a Measure M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and the LPA will be fully competitive for additional state funding.

Nearly $1.4 billion is already secured—over 50% of total costs—putting it ahead of other Metro rail projects at FEIR certification. No major rail project is fully funded before EIR approval; certification is what unlocks additional grants and creates a shovel-ready project. Other Metro projects have advanced with far less funding in place, from Eastside Transit Corridor (45%) to Southeast Gateway Line (35%) to ESFV Light Rail (22%). The C/K Line Extension is well-positioned to receive additional state funding, and now is the time to champion and advance it. Please advance the project without delay to serve the entire South Bay.

Vicente Hernandez
[redacted]
[redacted]

From: Adriel Leon
To: Board Clerk
Subject: (EXTERNAL) Support for LPA for C Line Extension and Sepulveda Transit
Date: Wednesday, January 21, 2026 4:51:16 PM

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Hello,

As a homeowner in El Segundo, I'm writing to express my strong support for the Locally Preferred Alternatives (LPA) for the C Line Extension to Torrance and the Sepulveda Transit Corridor Project. I strongly request that the Metro Board approves the LPA alternative for these two projects and certifies the Final Environmental Impact Report for the C Line Extension to Torrance.

The LPA for the C Line Extension to Torrance is a common sense route that utilizes existing Metro-owned right of way (ROW) to effectively connect multiple transit centers in a cost effective manner. There are significant issues with the Hawthorne Alternative that is now being proposed. The Hawthorne option is $730 million more expensive, which greatly jeopardizes the project. The Hawthorne alignment additionally requires extensive collaboration with multiple different agencies including Caltrans and Southern California Edison, who will have to relocate major utilities including high-voltage overhead wires. In addition, a major storm drain underneath Hawthorne Blvd will need to be excavated and moved, land acquisitions will be needed, and an additional NEPA review will need to be conducted, which will add 2-4 years and additional costs to the project. All these technical, logistical, and financial challenges posed by the Hawthorne option jeopardize the project being completed at all.

This was originally designed to make use of the Metro-owned ROW, a rare opportunity for rail expansion where significant costs of land acquisitions are not needed. Selecting any other option except the LPA was would be a complete waste of a golden opportunity to expand rail into the South Bay.

Please certify the FEIR and approve of the LPA for C Line Extension to Torrance.

Additionally, the Sepulveda Transit Corridor is one of the most critical projects in the region, providing a vital North-South rail line to connect several different transit lines. The LPA of the Modified Alternative 5 is the preferred route that will provide significant ridership with a travel time that will revolutionize public transit in Los Angeles. Please approve the LPA for the Sepulveda Transit Corridor Project.

Finally, I ask that you do NOT oppose the SB 677 (Wiener) Housing development: transit-oriented development bill. As a homeowner, I recognize that the Los Angeles region is in a dire housing shortage and greatly needs to increase the quantity of housing to make housing affordable. Developing housing around transit stations is a no-brainer decision that will increase ridership (and Metro revenue) significantly and ensure density can be built by relying less on the need for cars.

In summary:

- C Line Extension to Torrance: Approve the FEIR and approve the staff recommended

LPA, do NOT approve the Hawthorne option.

- Sepulveda Transit Corridor: Approve the staff recommended LPA, Modified Alternative 5.
- SB 677 (Wiener) Housing development: transit-oriented development bill: Support the bill and do NOT oppose it.

Thank you,
Adriel Leon,
El Segundo

From: Andrew Reich
To: Board Clerk
Subject: (EXTERNAL) Support for Items 10 & 11 – Sepulveda Transit Corridor and C Line Extension
Date: Wednesday, January 21, 2026 1:49:53 PM

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Good morning Chair and Board Members,
I am unable to attend Thursday's Metro Board meeting in person, but joining LA Forward Institute and other aligned organizations, I am writing to express my strong support for the staff-recommended locally preferred alternatives for both the Sepulveda Transit Corridor (Alternative 5) and the C/K Line Extension to Torrance.These projects deliver on the promise voters made with Measures R and M by expanding fast, reliable rail service to both the San Fernando Valley and the South Bay. They will improve access to jobs, education, and LAX, reduce traffic and emissions, and strengthen Metro's countywide transit network.I urge the Board to approve both projects and move them forward without delay.
Thank you for your leadership and consideration.
Andrew Reich

From: Matt Simon
To: Board Clerk
Subject: (EXTERNAL) Support for Items 10 & 11 – Sepulveda Transit Corridor and C Line Extension
Date: Tuesday, January 20, 2026 7:12:00 PM

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Good morning Chair and Board Members,

Joining LA Forward Institute and other aligned organizations, I am writing to express my strong support for the staff-recommended locally preferred alternatives for both the Sepulveda Transit Corridor (Alternative 5) and the C/K Line Extension to Torrance.These projects deliver on the promise voters made with Measures R and M by expanding fast, reliable rail service to both the San Fernando Valley and the South Bay. They will improve access to jobs, education, and LAX, reduce traffic and emissions, and strengthen Metro's countywide transit network.I urge the Board to approve both projects and move them forward without delay.

Thank you for your leadership and consideration,

Matt Simon
Mid-City West

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Support for Items 10 & 11 – Sepulveda Transit Corridor and C Line Extension
Date: Wednesday, January 21, 2026 11:34:59 AM

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Good morning Chair and Board Members,

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From: Tessa Baizer
To: Board Clerk
Subject: (EXTERNAL) Support for Items 10 & 11 – Sepulveda Transit Corridor and C Line Extension
Date: Wednesday, January 21, 2026 1:23:37 PM

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Good morning Chair and Board Members,

Joining LA Forward Institute and other aligned organizations, I am writing to express my strong support for the staff-recommended locally preferred alternatives for both the Sepulveda Transit Corridor (Alternative 5) and the C/K Line Extension to Torrance. These projects deliver on the promise voters made with Measures R and M by expanding fast, reliable rail service to both the San Fernando Valley and the South Bay. They will improve access to jobs, education, and LAX, reduce traffic and emissions, and strengthen Metro's countywide transit network. I urge the Board to approve both projects and move them forward without delay.

Thank you for your leadership and consideration.

Tessa Baizer

From: Susan Kim
To: Board Clerk
Subject: (EXTERNAL) Support for Items 10 & 11 – Sepulveda Transit Corridor and C Line Extension
Date: Wednesday, January 21, 2026 7:49:06 AM

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Good morning Chair and Board Members,Joining LA Forward Institute and other aligned organizations, I am writing to express my strong support for the staff-recommended locally preferred alternatives for both the Sepulveda Transit Corridor (Alternative 5) and the C/K Line Extension to Torrance.These projects deliver on the promise voters made with Measures R and M by expanding fast, reliable rail service to both the San Fernando Valley and the South Bay. They will improve access to jobs, education, and LAX, reduce traffic and emissions, and strengthen Metro's countywide transit network.I urge the Board to approve both projects and move them forward without delay. Thank you for your leadership and consideration.

Susan Kim

From: Steven J. Stanton
To: Board Clerk
Subject: (EXTERNAL) Support for Items 10 & 11 – Sepulveda Transit Corridor and C Line Extension
Date: Wednesday, January 21, 2026 1:16:43 PM

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Good morning Chair and Board Members,

I'm writing to express my strong support for the staff-recommended locally preferred alternatives for both the Sepulveda Transit Corridor (Alternative 5) and the C/K Line Extension to Torrance.These projects deliver on the promise voters made with Measures R and M by expanding fast, reliable rail service to both the San Fernando Valley and the South Bay. They will improve access to jobs, education, and LAX, reduce traffic and emissions, and strengthen Metro's countywide transit network.I urge the Board to approve both projects and move them forward without delay.Thank you for your leadership and consideration.

Steven Stanton
[redacted]

From: Siena Larson
To: Board Clerk
Subject: (EXTERNAL) Support for Items 10 & 11 – Sepulveda Transit Corridor and C Line Extension
Date: Wednesday, January 21, 2026 11:50:40 AM

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Good morning Chair and Board Members,

Joining LA Forward Institute and other aligned organizations, I am writing to express my strong support for the staff-recommended locally preferred alternatives for both the Sepulveda Transit Corridor (Alternative 5) and the C/K Line Extension to Torrance. These projects deliver on the promise voters made with Measures R and M by expanding fast, reliable rail service to both the San Fernando Valley and the South Bay. They will improve access to jobs, education, and LAX, reduce traffic and emissions, and strengthen Metro's countywide transit network. I urge the Board to approve both projects and move them forward without delay. Thank you for your leadership and consideration.

Siena Larson
[redacted]

From: Salo Singer
To: Board Clerk
Subject: (EXTERNAL) Support for Items 10 & 11 – Sepulveda Transit Corridor and C Line Extension
Date: Wednesday, January 21, 2026 4:22:30 PM

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Good morning Chair and Board Members,

Joining LA Forward Institute and other aligned organizations, I am writing to express my strong support for the staff-recommended locally preferred alternatives for both the Sepulveda Transit Corridor (Alternative 5) and the C/K Line Extension to Torrance. projects deliver on the promise voters made with Measures R and M by expanding fast, reliable rail service to both the San Fernando Valley and the South Bay. They will improve access to jobs, education, and LAX, reduce traffic and emissions, and strengthen Metro's countywide transit network. I urge the Board to approve both projects and move them forward without delay. Thank you for your leadership and consideration.

Best,
Salomon Singer

From: Narissa Petchumrus
To: Board Clerk
Subject: (EXTERNAL) Support for Items 10 & 11 – Sepulveda Transit Corridor and C Line Extension
Date: Wednesday, January 21, 2026 11:44:11 AM

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Good morning Chair and Board Members,Joining LA Forward Institute and other aligned organizations, I am writing to express my strong support for the staff-recommended locally preferred alternatives for both the Sepulveda Transit Corridor (Alternative 5) and the C/K Line Extension to Torrance.These projects deliver on the promise voters made with Measures R and M by expanding fast, reliable rail service to both the San Fernando Valley and the South Bay. They will improve access to jobs, education, and LAX, reduce traffic and emissions, and strengthen Metro's countywide transit network.I urge the Board to approve both projects and move them forward without delay.Thank you for your leadership and consideration.

Sent from my iPhone

From: Missy D.
To: Board Clerk
Subject: (EXTERNAL) Support for Items 10 & 11 – Sepulveda Transit Corridor and C Line Extension
Date: Wednesday, January 21, 2026 1:46:34 PM

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Hello Chair and Board Members,

As an SFV resident I am advocating for the staff-recommended locally preferred alternatives for both the Sepulveda Transit Corridor (Alternative 5) and the C/K Line Extension to Torrance. These projects will not only deliver on the promise voters made with Measures R and M by expanding fast, reliable rail service to both the San Fernando Valley and the South Bay, but also improve access to jobs, education, and LAX, reduce traffic and emissions, and strengthen Metro's countywide transit network. Please approve both projects and move them forward without delay.

I appreciate your service.

- Michelle Dominguez

From: Linda Feferman
To: Board Clerk
Subject: (EXTERNAL) Support for Items 10 & 11 – Sepulveda Transit Corridor and C Line Extension
Date: Wednesday, January 21, 2026 1:01:27 PM

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Good morning Chair and Board Members,Joining LA Forward Institute and other aligned organizations, I am writing to express my strong support for the staff-recommended locally preferred alternatives for both the Sepulveda Transit Corridor (Alternative 5) and the C/K Line Extension to Torrance.These projects deliver on the promise voters made with Measures R and M by expanding fast, reliable rail service to both the San Fernando Valley and the South Bay. They will improve access to jobs, education, and LAX, reduce traffic and emissions, and strengthen Metro's countywide transit network.I urge the Board to approve both projects and move them forward without delay.Thank you for your leadership and consideration.

Linda Feferman, Sent from Gmail Mobile

From: L
To: Board Clerk
Subject: (EXTERNAL) Support for Items 10 & 11 – Sepulveda Transit Corridor and C Line Extension
Date: Wednesday, January 21, 2026 2:03:04 PM

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Good morning Chair and Board Members,

Joining LA Forward Institute and other aligned organizations, I am writing to express my strong support for the staff-recommended locally preferred alternatives for both the Sepulveda Transit Corridor (Alternative 5) and the C/K Line Extension to Torrance.These projects deliver on the promise voters made with Measures R and M by expanding fast, reliable rail service to both the San Fernando Valley and the South Bay. They will improve access to jobs, education, and LAX, reduce traffic and emissions, and strengthen Metro's countywide transit network.I urge the Board to approve both projects and move them forward without delay.

Thank you for your leadership and consideration.

Michelle Alger-Mintie

From: Kriseira Lamas-Krauletz
To: Board Clerk
Subject: (EXTERNAL) Support for Items 10 & 11 – Sepulveda Transit Corridor and C Line Extension
Date: Wednesday, January 21, 2026 1:46:16 PM

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Good morning Chair and Board Members,Joining LA Forward Institute and other aligned organizations, I am writing to express my strong support for the staff-recommended locally preferred alternatives for both the Sepulveda Transit Corridor (Alternative 5) and the C/K Line Extension to Torrance.These projects deliver on the promise voters made with Measures R and M by expanding fast, reliable rail service to both the San Fernando Valley and the South Bay. They will improve access to jobs, education, and LAX, reduce traffic and emissions, and strengthen Metro's countywide transit network.I urge the Board to approve both projects and move them forward without delay.

Thank you for your leadership and consideration.

Kriseira Lamas-Krauletz, MPH
She/They

From: Kelly Marie Martin
To: Board Clerk
Subject: (EXTERNAL) Support for Items 10 & 11 – Sepulveda Transit Corridor and C Line Extension
Date: Wednesday, January 21, 2026 2:05:17 PM

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Good morning Chair and Board Members,

Joining LA Forward Institute and other aligned organizations, I am writing to express my strong support for the staff-recommended locally preferred alternatives for both the Sepulveda Transit Corridor (Alternative 5) and the C/K Line Extension to Torrance.These projects deliver on the promise voters made with Measures R and M by expanding fast, reliable rail service to both the San Fernando Valley and the South Bay. They will improve access to jobs, education, and LAX, reduce traffic and emissions, and strengthen Metro's countywide transit network.I urge the Board to approve both projects and move them forward without delay.

Let's make Los Angeles a truly world class city with world class public transportation! We can do it!

Thank you for your leadership and consideration.

Sincerely,

Kelly Martin

From: Kate Bachelor
To: Board Clerk
Subject: (EXTERNAL) Support for Items 10 & 11 – Sepulveda Transit Corridor and C Line Extension
Date: Wednesday, January 21, 2026 3:37:32 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Good morning Chair and Board Members,Joining LA Forward Institute and other aligned organizations, I am writing to express my strong support for the staff-recommended locally preferred alternatives for both the Sepulveda Transit Corridor (Alternative 5) and the C/K Line Extension to Torrance.These projects deliver on the promise voters made with Measures R and M by expanding fast, reliable rail service to both the San Fernando Valley and the South Bay. They will improve access to jobs, education, and LAX, reduce traffic and emissions, and strengthen Metro's countywide transit network.I urge the Board to approve both projects and move them forward without delay.Thank you for your leadership and consideration.

From: Julio Rodriguez
To: Board Clerk
Subject: (EXTERNAL) Support for Items 10 & 11 – Sepulveda Transit Corridor and C Line Extension
Date: Wednesday, January 21, 2026 1:01:50 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Good morning Chair and Board Members,

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Julio (he/him)

From: Jason Enright
To: Board Clerk
Subject: (EXTERNAL) Support for Items 10 & 11 – Sepulveda Transit Corridor and C Line Extension
Date: Wednesday, January 21, 2026 1:42:49 PM

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Good morning Chair and Board Members.

Joining LA Forward Institute and other aligned organizations, I am writing to express my strong support for the staff-recommended locally preferred alternatives for both the Sepulveda Transit Corridor (Alternative 5) and the C/K Line Extension to Torrance.

These projects deliver on the promise voters made with Measures R and M by expanding fast, reliable rail service to both the San Fernando Valley and the South Bay. They will improve access to jobs, education, and LAX, reduce traffic and emissions, and strengthen Metro's countywide transit network.

I urge the Board to approve both projects and move them forward without delay.

Thank you for your leadership and consideration.

Jason Enright
[redacted]

From: James Cohan
To: Board Clerk
Subject: (EXTERNAL) Support for Items 10 & 11 – Sepulveda Transit Corridor and C Line Extension
Date: Wednesday, January 21, 2026 11:41:03 AM

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Good morning Chair and Board Members,Joining LA Forward Institute and other aligned organizations, I am writing to express my strong support for the staff-recommended locally preferred alternatives for both the Sepulveda Transit Corridor (Alternative 5) and the C/K Line Extension to Torrance.These projects deliver on the promise voters made with Measures R and M by expanding fast, reliable rail service to both the San Fernando Valley and the South Bay. They will improve access to jobs, education, and LAX, reduce traffic and emissions, and strengthen Metro's countywide transit network.I urge the Board to approve both projects and move them forward without delay.Thank you for your leadership and consideration.

From: Grace DeVoll
To: Board Clerk
Subject: (EXTERNAL) Support for Items 10 & 11 – Sepulveda Transit Corridor and C Line Extension
Date: Wednesday, January 21, 2026 5:01:14 PM

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Good morning Chair and Board Members,Joining LA Forward Institute and other aligned organizations, I am writing to express my strong support for the staff-recommended locally preferred alternatives for both the Sepulveda Transit Corridor (Alternative 5) and the C/K Line Extension to Torrance.These projects deliver on the promise voters made with Measures R and M by expanding fast, reliable rail service to both the San Fernando Valley and the South Bay. They will improve access to jobs, education, and LAX, reduce traffic and emissions, and strengthen Metro's countywide transit network.I urge the Board to approve both projects and move them forward without delay.Thank you for your leadership and consideration.

--

From: Ethan Bull
To: Board Clerk
Subject: (EXTERNAL) Support for Items 10 & 11 – Sepulveda Transit Corridor and C Line Extension
Date: Wednesday, January 21, 2026 4:54:01 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Good evening Chair and Board Members,

Joining LA Forward Institute and other aligned organizations, I am writing to express my strong support for the staff-recommended, locally-preferred alternatives for both the Sepulveda Transit Corridor (Alternative 5) and the C/K Line Extension to Torrance.

These projects deliver on the promise voters made with Measures R and M by expanding fast, reliable rail service to both the San Fernando Valley and the South Bay. They will improve access to jobs, education, and LAX, reduce traffic and emissions, and strengthen Metro's countywide transit network.

I urge the Board to approve both projects and move them forward without delay.

Thank you for your leadership and consideration.

Ethan Bull
Westwood Resident

From: Emmett Florence
To: Board Clerk
Subject: (EXTERNAL) Support for Items 10 & 11 – Sepulveda Transit Corridor and C Line Extension
Date: Wednesday, January 21, 2026 12:34:30 PM

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Good morning Chair and Board Members,

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Thank you for your leadership and consideration.

-Emmett Florence
[redacted]

From: EDWARD COSTELLO
To: Board Clerk
Subject: (EXTERNAL) Support for Items 10 & 11 – Sepulveda Transit Corridor and C Line Extension
Date: Wednesday, January 21, 2026 11:30:22 AM

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Good morning Chair and Board Members,Joining LA Forward Institute and other aligned organizations, I am writing to express my strong support for the staff-recommended locally preferred alternatives for both the Sepulveda Transit Corridor (Alternative 5) and the C/K Line Extension to Torrance.These projects deliver on the promise voters made with Measures R and M by expanding fast, reliable rail service to both the San Fernando Valley and the South Bay. They will improve access to jobs, education, and LAX, reduce traffic and emissions, and strengthen Metro's countywide transit network.I urge the Board to approve both projects and move them forward without delay.Thank you for your leadership and consideration.

Ed Costello
[redacted]

From: Chris Kline
To: Board Clerk
Subject: (EXTERNAL) Support for Items 10 & 11 – Sepulveda Transit Corridor and C Line Extension
Date: Wednesday, January 21, 2026 1:35:27 PM

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Good morning Chair and Board Members,Joining LA Forward Institute and other aligned organizations, I am writing to express my strong support for the staff-recommended locally preferred alternatives for both the Sepulveda Transit Corridor (Alternative 5) and the C/K Line Extension to Torrance.These projects deliver on the promise voters made with Measures R and M by expanding fast, reliable rail service to both the San Fernando Valley and the South Bay. They will improve access to jobs, education, and LAX, reduce traffic and emissions, and strengthen Metro's countywide transit network.I urge the Board to approve both projects and move them forward without delay.Thank you for your leadership and consideration.

From:	Brigid McNally
To:	Board Clerk
Subject:	(EXTERNAL) Support for Items 10 & 11 – Sepulveda Transit Corridor (Alt. 5) and C Line Extension
Date:	Wednesday, January 21, 2026 3:30:55 PM

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Good morning Chair and Board Members,

Joining LA Forward Institute and other aligned organizations, I am writing to express my strong support for the staff-recommended locally preferred alternatives for both the Sepulveda Transit Corridor (Alternative 5) and the C/K Line Extension to Torrance.

These projects deliver on the promise voters made with Measures R and M by expanding fast, reliable rail service to both the San Fernando Valley and the South Bay.

They will improve access to jobs, education, and LAX, reduce traffic and emissions, and strengthen Metro's countywide transit network.

Also, it is high time that LA County' public universities were serviced by LA Metro, starting with the UCLA stop included in STC Alternative 5.

I urge the Board to approve both projects and move them forward without delay.
Please listen to the Metro staff recommendation and the voices of the thousands of supporters of Alternative 5.

Thank you for your leadership and consideration.

Best,

Brigid McNally

From: Brendan Fisher
To: Board Clerk
Subject: (EXTERNAL) Support for Items 10 & 11 – Sepulveda Transit Corridor and C Line Extension
Date: Wednesday, January 21, 2026 1:00:05 PM

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Good morning Chair and Board Members,

Joining LA Forward Institute and other aligned organizations, I am writing to express my strong support for the staff-recommended locally preferred alternatives for both the Sepulveda Transit Corridor (Alternative 5) and the C/K Line Extension to Torrance.

These projects deliver on the promise voters made with Measures R and M by expanding fast, reliable rail service to both the San Fernando Valley and the South Bay. They will improve access to jobs, education, and LAX, reduce traffic and emissions, and strengthen Metro's countywide transit network.I urge the Board to approve both projects and move them forward without delay.

Thank you for your leadership and consideration.

Best,
Brendan

From: Anh Le
To: Board Clerk
Subject: (EXTERNAL) Support for Items 10 & 11 – Sepulveda Transit Corridor and C Line Extension
Date: Wednesday, January 21, 2026 3:08:40 PM

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Good morning Chair and Board Members,

Joining LA Forward Institute and other aligned organizations, I am writing to express my strong support for the staff-recommended locally preferred alternatives for both the Sepulveda Transit Corridor (Alternative 5) and the C/K Line Extension to Torrance. These projects deliver on the promise voters made with Measures R and M by expanding fast, reliable rail service to both the San Fernando Valley and the South Bay. They will improve access to jobs, education, and LAX, reduce traffic and emissions, and strengthen Metro's countywide transit network.

I urge the Board to approve both projects and move them forward without delay.

Thank you for your leadership and consideration.

--
Anh Le
she/her

From: Alex Fineman
To: Board Clerk
Subject: (EXTERNAL) SUPPORT for Item 11 (1/22/26): Approve C/K Line Extension to Torrance FEIR & Staff Recommendation of Hybrid LPA
Date: Tuesday, January 20, 2026 8:06:16 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

I am a resident of North Redondo Beach, living within walking distance of the Metro Right of Way. I am writing to strongly urge the Board to certify the FEIR and approve the Hybrid LPA at Thursday's meeting.

As a father raising my two girls in this neighborhood, I see this project as a generational opportunity to improve equity, safety, and economic access in the South Bay. After decades of study and planning, the time is now for actual progress. Further delay only stifles regional progress and jeopardizes the future of the entire extension, isolating the South Bay community from Metro's growing rail network.

The Hybrid LPA is the only responsible choice because it delivers on the following core goals:

Safety & Rider Equity: The ROW is fundamentally safer for riders than Hawthorne Blvd. It connects directly to the Redondo Beach Transit Center, providing seniors and disabled residents with accessible, secure mobility. Forcing riders to cross an eight-lane highway to board trains on the Hawthorne median is a safety risk we cannot accept.

Connecting Disadvantaged Communities to Jobs: This project isn't just a train; it's a jobs program. It connects high-growth employment centers in the South Bay to the broader Metro network, creating 11,500 daily opportunities for Angelenos to reach better work and education. It also provides thousands of high-quality construction jobs as Metro continues to expand rail access.

Fiscal Responsibility: Choosing the ROW saves nearly a billion dollars and avoids the multi-year construction disruption that would choke traffic and devastate local businesses on Hawthorne Blvd.

Community Response: Metro has addressed resident concerns extremely well. The quiet zones and sound walls will actually reduce existing noise pollution. Grade-separated crossings

and freight track upgrade improve the safety of the ROW. With a 2-for-1 tree replacement and new bike paths, this project represents a massive win for local green space and quality of life.

I want to be very clear: my City Council and a vocal minority immediately along the ROW do not speak for me or the majority of my neighbors. Polling consistently shows nearly 70% support for this project. We want the transit we've been promised for decades.

Please certify the FEIR and move forward with the LPA alignment so the South Bay can finally have the world-class transit it deserves. Let's get this built.

Sincerely,

Alex Fineman
Redondo Beach Resident

Alex Fineman
[redacted]

From: Ryan Safahi
To: Board Clerk
Subject: (EXTERNAL) Support for Hybrid LPA
Date: Wednesday, January 21, 2026 3:21:53 PM

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I am a resident of Redondo Beach, 616 N Paulina Ave, and would like to voice my support for the currently proposed Hybrid LPA (ROW) and FEIR certification.

As someone who has lived in the South Bay for over 13 years this would be a huge opportunity to access the LA metro and anything other than approving the current plan would do the entire South Bay an injustice. Do the right thing and approve this plan.

Sincerely,
Ryan Safahi

From: Cesar Vasquez
To: Board Clerk
Subject: (EXTERNAL) Support for Hybrid LPA – South Bay Extension
Date: Sunday, January 18, 2026 2:46:40 AM

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Good evening,
My name is Cesar Vasquez, and I am writing in support of the Hybrid Locally Preferred Alternative for the South Bay Extension.
I currently live near the Fairview Heights Station on the K Line, and the Hybrid LPA would make it much easier for me to travel to destinations in the South Bay, including restaurants and businesses in Torrance, without needing to drive. This extension would provide a more environmentally friendly travel option while helping reduce traffic congestion and parking demand for those who do need to drive.
The Hybrid LPA strikes a strong balance between cost, constructability, and meaningful community benefits, and it supports Metro's goals of improving regional connectivity and sustainability. I strongly encourage Metro to advance this alternative and keep the project moving forward.
Thank you for your time and consideration.
Sincerely,
Cesar Vasquez

From: Jason
Subject: (EXTERNAL) Support for Hawthorne Blvd from a South Bay Transit Rider
Date: Monday, January 19, 2026 10:02:04 PM

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Dear Metro Directors,

I'm writing as someone who actually uses public transportation and wants this light rail project to succeed. That's exactly why I'm asking you to support the Hawthorne Boulevard alignment and reject the far inferior ROW option.

If the train is built on Hawthorne Boulevard, I would absolutely ride it. That corridor already connects to frequent bus service, shops, jobs, and the future redevelopment of the South Bay Galleria. It's the kind of place where light rail naturally becomes part of daily life—visible, convenient, and easy to use—rather than something people have to go out of their way to reach.

This isn't just my personal preference. Metro's own ridership projections show that Hawthorne Boulevard would generate roughly 35% higher ridership. That should matter.

By contrast, the ROW option would cut through residential neighborhoods, placing a real burden on the people who live there while doing very little to improve the experience for riders like me.

This is a once-in-a-generation project. Hawthorne Boulevard is an opportunity to get it right—to build transit where people will actually use it and where it strengthens the surrounding community instead of damaging it. I hope you'll choose the alignment that reflects smart planning, common sense, and respect for the riders this system is meant to serve.

Thank you for your time and consideration.

Respectfully,

Jason Croddy

Redondo Beach

From: Greg Baghdikian
To: Board Clerk
Subject: (EXTERNAL) Support for C/K line Torrance extension on ROW alignment
Date: Sunday, January 18, 2026 10:29:49 AM

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Hi,
I have lived in the South Bay for 8 years and have lived about a mile from the proposed Redondo Beach station for about the last 2 of those years. I am in support for the ROW alignment as it would be able to be built and finished sooner and cost much less than the Hawthorne bvld alignment, among other very good reasons. I don't think that the loud minority should be able to successfully derail these plans, or cause it to be cancelled entirely.

Thank you,
-Greg Baghdikian

From: Giani Akama
To: Board Clerk
Subject: (EXTERNAL) Support for C Line
Date: Tuesday, January 20, 2026 9:52:28 PM

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Greetings LA Metro Board,

I am writing to express my support for Metro's decision to advance the C Line Extension to Torrance using the Hybrid LPA.

The proposed alignment makes practical sense, as it follows an existing freight rail corridor that has long been used for transportation purposes. Utilizing this right-of-way is a reasonable and efficient approach that modernizes existing infrastructure rather than introducing a new disruption.

Also, extending the C Line will improve regional connectivity, reduce reliance on car travel, and help address long-standing transit gaps in the South Bay. I encourage the Board to continue moving this project forward and to prioritize long-term mobility benefits for the broader Los Angeles region.

Please help everyone make LA a better place.

Best,

Giani

From: Roger Carlson
To: Board Clerk
Subject: (EXTERNAL) Support for C line extension
Date: Sunday, January 18, 2026 5:44:49 AM

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I live in north redondo, walking distance to the Redondo Beach transit center, and I support the C line extension to Torrance. I prefer options which locate the station at the Redondo Beach transit center, but I accept any option that can survive the process and actually get built.

I prefer options which connect to the transit center because a long walk between a metro stop and a bus stop makes commutes longer. Personal security is at risk on a long walk, especially in the dark around a failing mall. And a long walk is hard in bad weather or after dark. It will prevent some people from using the system. In the late teens I commuted from Redondo to Pasadena, the long walk and 20 minute hit on the connection between silver line and gold line at union station reduced my use of the system. In the winter time I would not do it, I did not like walking to or waiting at the station outside union station for the silver line bus.

I look forward to simpler access to LAX and BMO stadium from Redondo. I also used to commute weekly to Oakland on Southwest from LAX, and often, on Friday nights, my wait for an Uber would be longer than my flight from Oakland. A metro connection that took me home would have been great. I look forward to easy local access with good parking to a metro station.

Thanks,

Roger Carlson
Redondo Beach

From: Jack Pilowsky
To: Board Clerk
Subject: (EXTERNAL) Support for C line Extension
Date: Tuesday, January 20, 2026 3:29:36 PM

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Dear Metro Board Members and Project Staff,

I am writing to express my strong support for keeping the C Line (Green Line) extension to Torrance on the Metro-owned right of way. Using the existing right of way is the most efficient, cost-effective, and least disruptive option, and it allows this long-anticipated project to move forward more quickly while delivering meaningful transit benefits to the South Bay.

A right-of-way–based alignment improves reliability, reduces construction impacts on neighborhoods, and maximizes the return on public investment by leveraging infrastructure Metro already owns. Most importantly, it provides a faster, more dependable connection for riders who depend on transit for work, school, and daily life.

I urge Metro to prioritize this alignment and keep the project focused on delivering high-quality rail service to Torrance and surrounding communities as soon as possible.

Thank you for your time and consideration.

Sincerely,
Jack Pilowsky

From: Scott Dicus
To: Board Clerk
Subject: (EXTERNAL) Support for C Line Extension to Torrance
Date: Saturday, January 17, 2026 2:53:58 PM

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Hi
I wanted to send a quick note stating my very strong support for the C line extension project to Torrance. The South Bay has very little public transport and it's obvious that this is the most time and cost effective solution. All other potential solutions will take many more years, cost significantly more and will have a negative environmental impact to our region. Let's get this done!
Scott Dicus
Los Angeles, CA

From: Tanner Bobak
To: Board Clerk
Subject: (EXTERNAL) Support for C Line Extension (Item 11)
Date: Tuesday, January 20, 2026 5:26:25 PM

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Hello,

I'm writing to express my support for the C Line extension to Torrance. I urge the metro board to certify the FEIR and approve the hybrid LPA. As someone who works in Torrance and has many friends in South Bay, the construction of this project will greatly improve my life and the lives of other citizens.

Kind Regards,

Tanner Bobak
[redacted]

From: Nicholas Ahumada
To: Board Clerk
Subject: (EXTERNAL) Support FEIR Cert. and Hybrid LPA
Date: Saturday, January 17, 2026 1:09:21 PM

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Hello,

Please support the FEIR Certification and please choose the Hybrid LPA plan.

Bringing quality metro service to underserved areas is critical in meeting climate goals and supporting the shift to a public transit oriented city.

Using the right of way already used by freight rail is a sound financial decision and delivering these projects asap should be the entire goal of the metro board.

Please choose Hybrid LPA.

Thank you.

From: Joshua Luong
To: Board Clerk
Subject: (EXTERNAL) Support Certification and Advancement of C Line Extension LPA
Date: Wednesday, January 21, 2026 3:20:54 AM

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Dear Metro Board Members,

I am writing to express my strong support for certification of the Final EIR and advancement of the C Line Extension to Torrance using the staff-recommended Hybrid alignment in the existing Metro-owned rail right-of-way.

Metro has already spent years studying this project, and the Hybrid alignment represents the most feasible, cost-effective, and deliverable option. It avoids unnecessary land acquisition, minimizes community disruption, and makes use of an existing corridor that Metro already owns. Importantly, it is the alignment that has been fully environmentally reviewed and selected as the Locally Preferred Alternative.

Reopening the alignment decision at this stage - particularly in favor of the Hawthorne alternative - would significantly increase costs, introduce major coordination and permitting risks, and require years of additional environmental review. As Metro staff have clearly stated, this would not improve outcomes and would instead place the entire project at risk of indefinite delay or cancellation.

Claims that the project lacks funding are misleading. The C Line Extension is already more than 50% funded, which places it in a stronger position than many projects at this phase. Delays will only drive costs higher and make future funding more difficult, not easier.

This project is critical for the South Bay and the region as a whole. It improves mobility, safety, and environmental outcomes while advancing long-promised rail access for communities that have waited decades. A small but vocal group should not be allowed to override years of technical analysis, public process, and regional need.

I respectfully urge the Board to follow staff's recommendation, certify the EIR, reaffirm the Hybrid alignment, and allow this long-delayed project to move forward without further unnecessary delay.

Thank you for your time and leadership.

Sincerely,
Joshua Luong

From: David Hall
To: Board Clerk
Subject: (EXTERNAL) SUPPORT APPROVAL for Metro C Line Extension LPA
Date: Monday, January 19, 2026 12:03:49 PM

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I urge you to approve the Final EIR for the C/K Line Extension to the Torrance Transit Center Locally Preferred Alternative routed along the freight train right-of-way. I believe that routing could be completed sooner than any alternatives and at low cost.

As a scientist, I understand that climate change is a very serious threat to human civilization, and transportation is a significant contributor of the greenhouse gases responsible. Worse, climate change is irreversible and the time window for limiting peak temperatures that are still tolerable for humans is short. Travel by rail is the most effective way to minimize the environmental cost of transportation.

I am a resident of Rancho Palos Verdes who currently uses the Metro J Line (Silver) 950 from the Harbor Gateway Transit Center (HGTC) when traveling to downtown Los Angeles (DTLA). Sometimes my trip begins with the Metro #344 bus from near my home; other times I drive to, and park at, the HGTC. Though a lengthy trip, especially when I utilize the bus, I do this to minimize my carbon footprint.

I look forward to the time when I can utilize the long-promised light-rail alternative from Torrance to LAX and DTLA. It will further decrease my carbon footprint, while shortening my transit time.

David Hall

Rancho Palos Verdes

From:	Chelsea Schreiber
To:	Dave Perry; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; Randall Winston; brittany.montano@lacity.org; amartinez@gatewaycog.org; Gomez, Viviana; bfish@bos.lacounty.gov; Justin Orenstein; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.mata@lacity.org; bfeldman@sgvcog.org; Jarrett Thompson; Kristen Pawling; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; Yoon, Anne; Sanchez, Manny; Councilmember Fernando Dutra; James Butts; Supervisor Janice Hahn (Fourth District); Supervisor Holly Mitchell; mbohlke@sbcglobal.net; Third District; Jackie Dupont-Walker; Supervisor Hilda Solis; Barger, Kathryn; Ara Najarian; Councilmember Yaroslavsky; Councilmember Imelda Padilla; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; Sbjusticealliance@gmail.com
Subject:	(EXTERNAL) Submitted on behalf of Charles Ellison
Date:	Wednesday, January 21, 2026 12:37:32 PM

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My name is **Chuck Ellingson**.
I live at [redacted]**.** along the ROW.

I cannot be at the meeting because of medical reasons.
Please vote **yes** for the **Hawthorne option**.
PLEASE do not build on the ROW.

The Metro C Line project will impact me the rest of my life if on the ROW, as it affects my **COPD condition**.
If it's built on the ROW, I'm afraid I won't live to see this finished.

Thank you,
Chuck Ellingson
Lawndale resident

Dear Metro Board,
My name is CHUCK ELLINGSON
I live at [redacted] along
the ROW.
I cannot be at the meeting because
of medical reasons.
Please vote yes for the HAWTHORNE OPTION
PLEASE DO NOT Build on the ROW
THE METRO E line project will
impact me the rest of my life
if on the ROW as it affects
my COPD condition.
If it's Built on the ROW
I'm afraid I won't live to
see this finished.

Thank you
Chuck Ellingson
Lawndale Resident

From:	barbara epstein
To:	Board Clerk
Cc:	hollyjmitchell@bos.lacounty.gov; info@timsandoval.com; jdupontw@aol.com
Subject:	(EXTERNAL) Subject: C-Line Motion 11.1 Approving Hawthorne Bl Option- FOR
Date:	Wednesday, January 21, 2026 11:52:07 AM

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Dear Board Clerk,

I am writing in support of Motion 11.1 Approving Hawthorne Blvd Alignment as the project LPA for C-Line extension to Torrance.

The elevated Hawthorne Bl option makes the most sense and I would like to use it to visit friends and attend cultural events.

Thank you.

Barbara Epstein
[redacted]

From:	Melanie Cohen
To:	info@timsandoval.com; Board Clerk; HollyJMitchell@bos.lacounty.gov
Subject:	(EXTERNAL) Subject: C-Line Motion 11.1 Approving Hawthorne Bl Option-
Date:	Wednesday, January 21, 2026 10:41:11 AM

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Dear Board Clerk,
I am writing in support of Motion 11.1 Approving Hawthorne Blvd Alignment as the project LPA for C-Line extension to Torrance.
I'm a commuter, or I travel to the South Bay, Or I live in Gardena/Torrance/Palos Verdes/Santa Monica/Westside/Hollywood or wherever.

The elevated Hawthorne Bl option makes the most sense and I would love to use it and visit the business district/see a movie/shop/eat at one of the restaurants, work there, make it a better destination, or we would definitely use or however you want to put it.

Thank you.

From: penelope.orpe
To: Board Clerk
Subject: (EXTERNAL) StrongSupport for South Bay Metro Extension!
Date: Monday, January 19, 2026 10:03:33 AM

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Hello,

I am a South Bay native and was very excited to hear the rail expansion project to add new stops to the K Line in Redondo Beach and Torrance. I am voicing my strong support for the FEIR Certification and the Hybrid LPA plans that Metro approved.

Choosing the other Hawthorne Plan will add over $700 million dollars to the project and be much more labor and time intensive, disrupting large areas of the region rather than just a few neighborhoods already along the train tracks.

I am imploring you to stick with the Hybrid Alignment and certify Metro's plan for rail in the South Bay!

Thank you,
Penelope Orpe

From: Paiwei Wei
To: Board Clerk
Subject: (EXTERNAL) STRONGLY FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 5:28:23 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

Let's put things into perspective based on data.

The largest poll conducted among 670 residents of Lawndale, Redondo Beach, and Torrance indicate 67% support versus 7% oppose. That is a whopping 9.5 residents support versus every 1 resident who voiced opposition. The poll has a margin of error of ±4%. https://thesource.metro.net/recent-poll-show-community-support-for-c-line-green-extension-to-torrance-project/

In that polling research, 66% of the respondents prefer the Metro Right of Way versus 19% for the Hawthorne option.

I am a 25 year resident of the South Bay. I can't imagine a more important project that helps improve commute times for both people who rely on transit and those who drive (by removing and diverting 15 million vehicle miles off our existing roads). Traffic will only worsen with every delay and widening roads and highways are impossible. The Metro is our biggest infrastructure priority as voted by Measure M and Measure HLA. Voters want the transit problem solved. The voters want results.

Thank you.

[redacted]

From: George Hewitt
To: Board Clerk
Subject: (EXTERNAL) Strong Support for C Line - Hybrid Alignment.
Date: Sunday, January 18, 2026 6:27:17 AM

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Hi there,

I am a Los Angeles resident in strong support for C Line - Hybrid Alignment. Supporting any other alignment will drastically extend the project timeline, increase the budget and potentially even kill the project. Those in opposition do not constitute the majority of the people in this area who will greatly benefit from the construction and function of this line. It is important than Metro Board and Staff not cow to the wealthy minority who chose to own a home next to an active rail line and are somehow at odds with that decision.

Metro to use its existing ROW. There is no good faith argument against this.

–
George Hewitt

From: Anthony Whaley
To: Board Clerk
Subject: (EXTERNAL) South Bay Transit Decision
Date: Saturday, January 17, 2026 12:06:05 PM

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Hello, my name is Anthony and I'm fully in support of the hybrid alignment for South bay transit. It's the only logical decision for anybody that cares about our city.

From: Isa Anad
To: Board Clerk
Subject: (EXTERNAL) South Bay Torrance extension
Date: Saturday, January 17, 2026 11:46:00 AM

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Dear members of the LA metro bord.

Please finalize the hybrid alignment for the Torrance extension, as a commuter living in Torrance this extension would be a game changer for me and many others in the Torrance community, taking the 344 bus to the harbor transit center to connect up with rail services in Downtown LA is very, very, very, inconvenient due to it's overwhelmingly infrequent schedule. Even though the 232 bus does take you directly to the LAX transit center it is still inefficient due to the route taking 1hr 45min from where I lived on PCH & Anza Ave.

Being able to take a Torrance transit bus to the Torrance transit center and connect with the K-line would greatly reduce travel time and greatly increase connectivity to the greater LA region for the people of Torrance & South Bay as a whole.

Sent from my Verizon, Samsung Galaxy smartphone
Get Outlook for Android

From: Mohammed Daya
To: Board Clerk
Subject: (EXTERNAL) South Bay Rail Extension
Date: Saturday, January 17, 2026 10:49:57 PM

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As a resident of Redondo Beach and an aerospace worker in El Segundo, I speak for myself and my colleagues who also live in South Bay that this rail extension is absolutely necessary and vital. We absolutely need this extension to provide safe, reliable, and cost efficient transport in our area. The freight crossing improvements alone will save pedestrian lives.

I am a single topic voter on this issue and I and everyone I know will be voting specifically for anyone who supports improving our transit. Cancelling the extension will be an insurmountable loss for our community and the communities beyond ours, such as Long Beach.

Yousuf Daya
[redacted]

From: Peter Coppa
To: Board Clerk
Subject: (EXTERNAL) South Bay Metro Extension
Date: Saturday, January 17, 2026 11:15:21 AM

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To the Board,

Please APPROVE the Hybrid LPA for the South Bay Extension. The right of way already exists! The freight line is already there. The costs are lower. We are ready to go. It is already over 50% funded!

Do the right thing and APPROVE Hybrid LPA for the South Bay Extension.

Sincerely

Peter Coppa

South Bay resident

From: Cameron Scott
To: Board Clerk
Subject: (EXTERNAL) South Bay metro extension
Date: Saturday, January 17, 2026 5:17:55 PM

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Hi Clerk,

The South Bay metro extension is incredibly important to making Los Angeles a sustainable city. I support using the metro right of way section and not the EXPENSIVE hawthorn plan. As someone who drives through this area often with traffic unsustainable, we need this project done ASAP as a pressure value to the ever expanding LA area. I am asking you to support the right of way plan and get this project approved so that we can build a better LA.

From: Graham Shelton
To: Board Clerk
Subject: (EXTERNAL) South Bay Extension
Date: Sunday, January 18, 2026 2:35:37 PM

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Hello, I just would like you to know I am in major support of the South Bay Extension happening. I have to go to South Bay cities including El Segundo, Manhattan Beach, and Torrance every week. I think this extension would be very beneficial for me and many others. I hope you take this into consideration. Thank you!

From: Harry Chen
To: Board Clerk
Subject: (EXTERNAL) South Bay Extension
Date: Saturday, January 17, 2026 9:17:51 AM

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Hi,

I would like to submit a comment in support of the Hybrid LPA for the south bay extension.

Best,
Harry Chen

From: Winston Zuo
To: Board Clerk
Subject: (EXTERNAL) South Bay Extension
Date: Saturday, January 17, 2026 11:04:05 AM

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Please protect the South Bay Extension and make sure the project goes through.

From: Kevin Kellogg
To: Board Clerk
Subject: (EXTERNAL) South Bay Extension
Date: Saturday, January 17, 2026 2:27:23 PM

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Good afternoon,

I'm writing to support South Bay Extension FEIR certification and HYBRID LPA (not Hawthorne).

I currently live in the South Bay and this would help so much!

Thank you!

From: Sprague Terplan
To: Board Clerk
Subject: (EXTERNAL) South Bay Extension Public Comment
Date: Saturday, January 17, 2026 11:43:00 AM

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Dear LA Metro Board,

I am unable to attend this Thursday's meeting (on 1/22/26 at 10 am). Therefore please accept this comment instead.

For the South Bay light rail extension to Torrance, please support FEIR certification and approval of the hybrid LPA. Elevated rail is the way to go. The Hawthorne option is too expensive.

Also, please support, advance and build the modified alternative 5 proposal for the Sepulveda Corridor.

Thank you,
Sprague Terplan

From: Andy Zhang
To: Board Clerk
Subject: (EXTERNAL) South Bay Extension Comment
Date: Saturday, January 17, 2026 5:22:34 PM

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Hi Metro,

As an LA County resident and LA Metro commuter, I want to voice my support for the South Bay Extension. In particular, I want to voice my support for utilizing the existing right-of-way for the extension. A Hawthorne alignment is much more costly for taxpayers like myself, in exchange for very little benefit to ridership. Utilizing existing rail right-of-way is a slam dunk for transit, and many construction headaches can be avoided with using an alignment in existing rail right-of-way.

Thanks,
Andy Zhang

From: Jonathan Edewards
To: Board Clerk
Subject: (EXTERNAL) Sepulveda Transit Corridor
Date: Monday, January 19, 2026 6:35:16 PM

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I support the staff recommendation of a **Modified Alternative 5** for the Sepulveda Transit Corridor.

We need a fast high-capacity rail line connecting the San Fernando Valley to UCLA, Westwood, and the broader regional transit system, including the Expo Line and the new Purple Line. NO monorail!!

Jonathan Edewards
Los Angeles, California

From: Christiane Cuse
To: Board Clerk
Cc: councilmember.raman@councildistrict4.lacity.org
Subject: (EXTERNAL) Sepulveda Transit Corridor
Date: Monday, January 19, 2026 4:11:58 PM

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I strongly endorse the chosen Modified Alternative 5 for the Sepulveda Transit Corridor project.
I have lived near the 405 in Sherman Oaks for 36 years. A lot of time has been wasted in traffic on that freeway.
The last "improvements" took a long time and increased traffic during their construction, yet did not improve travel time on the 405 at all.
Thank you for continuing to see that this Alternative 5 option comes to fruition.
—Christiane Cuse
[redacted]

From: Darren Moloney
To: Board Clerk
Subject: (EXTERNAL) Sepulveda Line South Bay Extension - Support for FEIR and Hybrid LPA
Date: Wednesday, January 21, 2026 2:11:18 PM

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As a longtime resident of the area and supporter of the Metro rail system, I'm writing to express my support for the existing FEIR certification and the Hybrid LPA in regard to the Sepulveda Line South Bay Extension.

As metro employees have urgently pointed out, the Hawthorne alternative is highly problematic and inferior in the most significant ways to the existing Hybrid LPA.

Respectfully,

-Darren Moloney

From: South Bay Environmental Justice Alliance
Subject: (EXTERNAL) Save the trees and the birds and the bees - Put the Metro trains down Hawthorne Blvd. and save our green space
Date: Tuesday, January 20, 2026 2:32:46 PM

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Dear Metro Board of Directors.

I am writing to ask you to truly consider the environmental cost of building two Metro rail lines through the right-of-way in Lawndale. If Metro chooses the ROW, it will permanently destroy one of the last remaining green spaces in our city.

This corridor is not an empty or "desolate" strip of land, despite how it was portrayed in images included in the FEIR. Those photos do not reflect how the ROW actually functions day to day or how our community experiences it. It is a continuous green corridor in a city that is already park-poor and heavily paved. Once it is built over, it is gone for good. We will never have the chance to turn this land into something beautiful or restorative again.

There is no mitigation that can replace a living green corridor with steel, ballast, fencing, and constant train traffic.

Right now, the ROW serves a real and important environmental purpose. It absorbs rainwater during storms, reducing runoff and localized flooding in surrounding neighborhoods. It provides rare permeable ground in a city dominated by concrete and asphalt. As climate change brings heavier and more unpredictable rainfall, this function becomes more critical, not less.

The trees and grass along the ROW also help manage extreme heat. When temperatures climb above 100 degrees in other parts of the city, areas near the ROW are often noticeably cooler. That matters for public health, especially for children, seniors, and people without access to air conditioning.

The ROW is also habitat. Birds nest there. Bees and other pollinators rely on it. Native plants and grasses survive there. These are not abstract or theoretical benefits. They are part of a functioning urban ecosystem that supports air quality, biodiversity, and climate resilience. Once the land is paved and fenced off, those benefits disappear permanently.

What makes this especially difficult is that there is a better alternative.

Our community envisions a future where this corridor remains green and becomes a shared asset, not a sacrifice zone. A bike and pedestrian path along the ROW could connect neighborhoods, schools, and businesses and provide a truly multimodal transportation option for the South Bay. It would encourage active transportation, reduce car trips, improve public health, and connect people without destroying irreplaceable green space.

While the FEIR mentions bike and walking paths, there is significant confusion about what is actually being proposed. Many people believe a bike path would run along the entire rail corridor. It would not. The longest continuous stretch described is about eight blocks, and even that is conditioned with language like “if feasible.” We have measured the ROW, and a safe bike path directly adjacent to an active freight rail line simply does not fit.

This is deeply concerning, because we have already seen how conditional language can mislead the public. The DEIR used the phrase “residential acquisitions anticipated,” and just recently, residents began receiving eminent domain process letters from Metro. Words like “anticipated” and “where feasible” matter, and people deserve clarity, not assumptions.

I also want to address the claim circulating online that our community is using environmental arguments as a way to oppose transit. That could not be further from the truth. Environmentalism does not only happen in remote wilderness or on mountain tops. The most meaningful environmental advocacy often happens right at home, by protecting local green space and holding public agencies accountable for the impacts of major infrastructure projects.

Our group is as local as it gets. We live here. We walk this corridor. Our kids play near it. We see how it functions every day. Advocating for the land our community relies on is not performative environmentalism. It is environmental justice.

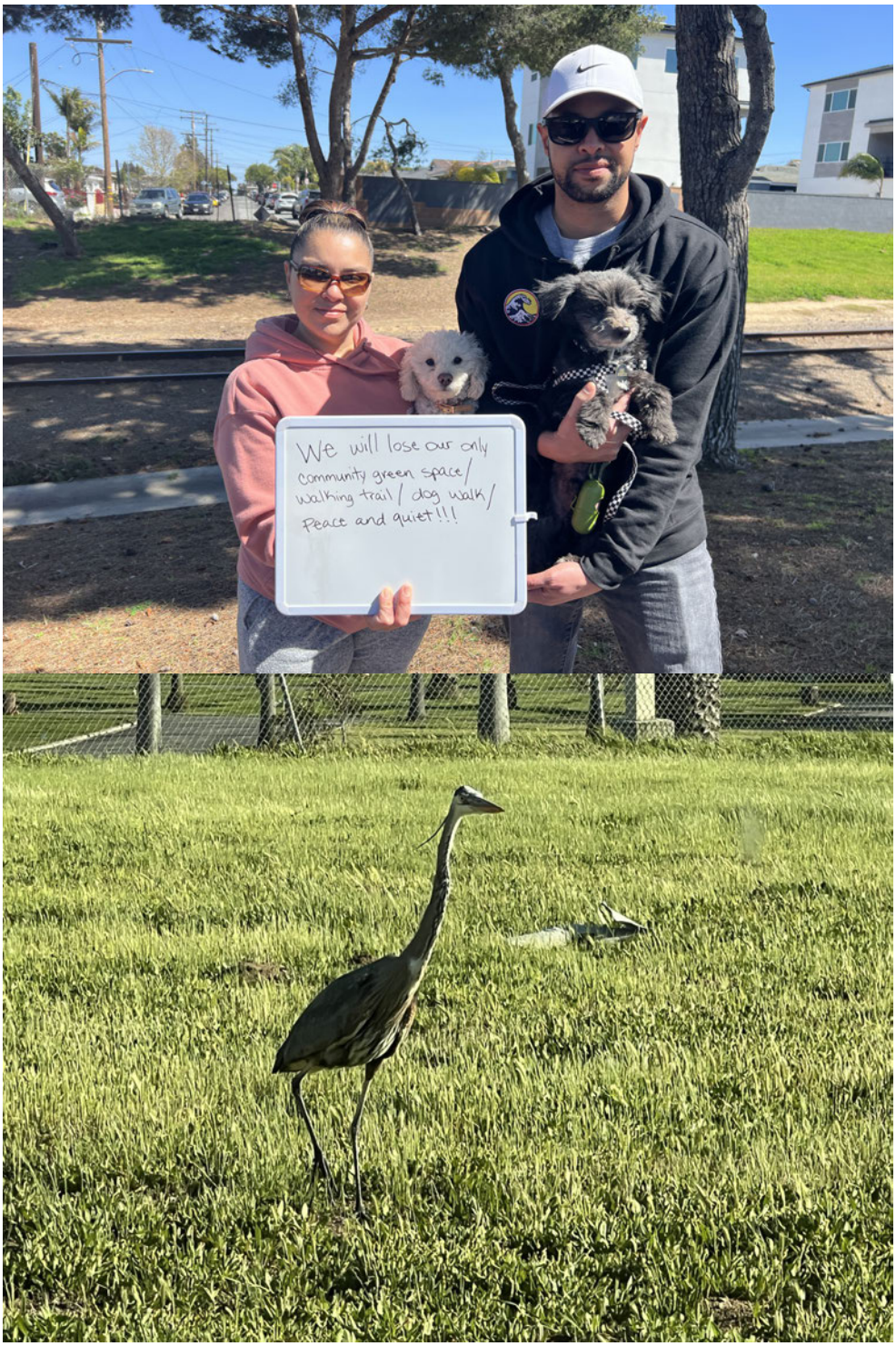
This is not a rejection of transit. It is a call for smarter planning that aligns transportation goals with environmental responsibility. Building rail along Hawthorne Boulevard allows Metro to deliver much-needed transit while preserving a rare and valuable environmental resource in Lawndale. Choosing the ROW option does the opposite. It sacrifices long-term environmental resilience for short-term convenience.

Once this green space is gone, it cannot be rebuilt. No amount of landscaping elsewhere will replace a continuous corridor that has quietly served this community for generations.

Please choose the option that protects both our future mobility and our environment. Preserve the ROW as green space. Build transit where it belongs. Give Lawndale a future that includes both transportation and nature, not one at the expense of the other. It's a beautiful space, both in the beauty of nature, but also how a space like that brings people together.

Here's a link to some images
- https://drive.google.com/drive/folders/1iS1sjJsm0p08Je41OHvvsbRhCr8lUGJJ?usp=drive_link

Sincerely,
Karen Ruby
President, South Bay Environmental Justice Alliance


We will lose our only
community green space/
walking trail / dog walk/
Peace and quiet!!!

From: Shane D, they or he
To: Board Clerk
Subject: (EXTERNAL) save the South Bay rail extension
Date: Saturday, January 17, 2026 1:55:08 PM

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we need better mass transit. get it done. please and thank you.

Shane Dixon
Artist-in-Residence
Angels Gate Cultural Center
San Pedro CA

From: Bryce Cracknell
To: Board Clerk
Subject: (EXTERNAL) Save the South Bay Extension
Date: Saturday, January 17, 2026 1:21:49 PM

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Hello,

My name is Bryce Cracknell, I'm environmental justice advocate, Moderator of McCarty Memorial Christian Church, Board Member of Partnership for Growth LA, and a resident of the West Adams community writing to fully endorse and express my support for the South Bay extension to Torrance as-is.

This extension would be built as a fully grade separated line next to an active rail line that Metro already owns. No resident will be displaced by this plan, and it makes the existing rail line safer for bikers, pedestrians, and residents by adding sidewalks. Most importantly, it is the most cost-effective and least disruptive option to extend Metro into Torrance. Please listen to the Metro staff as they're speaking from experience and do not cave in to NIMBY interests co-opting the language of environmental justice to try and stop this from moving forward.

Please do the politically brave thing that Angelenos for generations to come will be extraordinarily thankful for and save the South Bay extension. Thank you so much.

All the best,
Bryce

--
Bryce Cracknell (he/him)
[redacted]

From: Matthew Rayco
To: Board Clerk
Subject: (EXTERNAL) Save the South Bay Extension Line!
Date: Saturday, January 17, 2026 1:17:54 PM

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To whom it may concern,

You must support the Hybird LPA for the South Bay Extension. A robust transit network will set Los Angeles for increased connectivity and productivity for generations to come. This project is the best chance we have to connect Long Beach with LAX and to provide service and jobs for all of Los Angeles. We must be bold and create positive, lasting change that benefits all Angelenos, not the small few.

A Pro-Transit Resident
Matt Rayco

From: Emily Mahan
To: dutra@cityofwhittier.org
Subject: (EXTERNAL) Resending for comment on Metro C Line - emails keep bouncing
Date: Monday, January 19, 2026 1:40:05 PM

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Dear Metro,

My name is Emily, and I am a Torrance resident. I am writing to raise a concern I only recently became aware of, which I believe is important for the Board to fully understand as you consider the Final Environmental Impact Report.

Although I live in Torrance, I have close friends who live along the right-of-way, and I know the area well. A few years ago, I received a questionnaire from the City of Torrance related to the C Line Extension. Based on how it was presented and worded, I understood it to be an internal City of Torrance survey intended to inform local decision-making.

The questionnaire itself was confusing and, in my view, extremely misleading. The framing and language strongly suggested a preferred outcome, but did not clearly explain the broader context or the alternatives being studied. Frankly, it read more like propaganda than neutral information.

I was recently made aware that my name appears in the Final Environmental Impact Report and that my responses to this questionnaire were submitted by the City of Torrance as an official public comment on the Draft Environmental Impact Report. This was never made clear to me at the time. I did not knowingly submit a public comment to Metro, nor was I informed that my responses would be used in this way or attributed to me in an official environmental document.

I believe this is deeply misleading. Residents should be clearly informed when their input is being submitted as formal public comment on a state-level environmental review, especially when the material provided to them is framed in a way that appears designed to steer responses.

I wanted to bring this to the Board's attention so you are aware that some comments attributed to residents may not reflect informed, intentional participation in the environmental review process.

Thank you for your time and for considering this concern.

From: Margo Azzam
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Tuesday, January 20, 2026 8:01:55 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. Everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for Los Angeles.

Margo Azzam
2nd year, Molecular Biology
[redacted]

From: Steph Anderson
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 11:19:29 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As an Angeleno and former westside resident, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will serve the greater LA area, tourism, and residents of the San Fernando Valley and West LA.

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students, commuters, and tourists will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that all of Los Angeles can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. Everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for the West side and beyond.

Stephanie Anderson
[redacted]

From: EISHA SHAKEEL
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Sunday, January 18, 2026 7:02:10 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA graduate, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Eisha Shakeel

Engineer/Planner at Fehr & Peers
Master of Urban and Regional Planning - UCLA

From: Gabrielle Lopez
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 9:13:23 AM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Gabrielle Lopez
3rd year, World Arts and Cultures major and Art History minor
[redacted]

From: Ricardo Diaz
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 10:06:37 AM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Ricardo Diaz
Master Graduate; Finance
[redacted]

From: Jeet Purohit
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 10:14:22 AM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Jeet Purohit
2nd year, Economics
[redacted]

From: ANDY NGUYEN
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 10:21:20 AM

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From: Tabitha
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 10:24:12 AM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Tabitha Yu
4th year, Financial Actuarial Math
[redacted]

From: Gmail
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 10:25:09 AM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Daniel Oviedo
Aerospace Engineering, Graduate student
[redacted]

Sent from my iPhone

From: MIKE ARTEAGA
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 10:26:55 AM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Mike Arteaga
3rd year, history
[redacted]

From: Quinn Pollard-Velez
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 10:30:51 AM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Quinn Pollard-Velez
4th Year, Theatre Major
[redacted]

From: rho2002@icloud.com
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 10:43:15 AM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a former UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Riley O.
BA '24

From: Justin Li
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 10:45:23 AM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Justin Li
1st Year, Computational Biology
[redacted]

From: Abigail Yang
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 10:56:15 AM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA alumnus, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Abigail Yang
B.S. Computer Science and Engineering
[redacted]

From: Evan Garcia
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 11:10:41 AM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA staff member, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve the UCLA community and residents of the San Fernando Valley, West Los Angeles, Santa Monica, and other neighborhoods.

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where UCLA students and staff will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As many UCLA community members commute to campus from the South Bay, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Evan Garcia
UCLA Staff
[redacted]

From: CORRINA FULLER
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 11:29:59 AM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

The decision you all make has the potential to transform the lives of many thousands; please consider this when facing pressure from the monied few. Thank you for voting to transform public transportation for UCLA and beyond.

Corrina Fuller
5th year PhD Candidate, Linguistics
[redacted]

From: Max Davis-Housefield
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 11:37:45 AM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

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Thank you for voting to transform public transportation for UCLA and beyond.

Max Davis-Housefield
3rd year Economics and Public Affairs Studen
[redacted]

From: Betty Chang
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 12:03:56 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

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Thank you for voting to transform public transportation for UCLA and beyond.

Betty Chang
2nd year, Applied Maths & History
[redacted]

From: Daanish Malik
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 12:10:34 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a former UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

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Thank you for voting to transform public transportation for UCLA and beyond.

Daanish Malik
Graduate
[redacted]

From: Malin Sapkota
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 12:12:14 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a recent UCLA alumni, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

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Thank you for voting to transform public transportation for UCLA and beyond.

Malin Sapkota
2024 Mechanical Engineering Graduate
[redacted]

Thanks,
Malin

From: christine M bruton
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 12:15:12 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA staff person of 20 years, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

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Thank you for voting to transform public transportation for UCLA and beyond.

christine bruton
Staff
[redacted]

From: RAIHAN WICAKSONO
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 12:23:55 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

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I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

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Thank you for voting to transform public transportation for UCLA and beyond.

Raihan Wicaksono
2nd year Mechanical Engineer
[redacted]

From: Natalie Finnegan
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 12:34:52 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Natalie Finnegan
4th Year Ph.D. Student, Anthropology
[redacted]

From: Jashan Mahajan
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 12:51:41 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Jashan Mahajan
3rd year, Neuroscience
[redacted]

Sent from my iPhone

From: Ryan Chao
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 1:14:50 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Ryan Chao
1st year, business economics
[redacted]

Sent from my iPhone

From: DANIEL CANDIA
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 1:14:56 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Daniel Candia | Undergraduate Student

UCLA Political Science

From: EVAN MACINTOSH
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 1:28:15 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Evan MacIntosh
2nd Year, Biochemistry Major
[redacted]

From: Isabella Amparo
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 1:35:23 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Isabella Amparo
2nd Year, Chemistry
[redacted]

Sent from my iPhone

From: Soham Bhatt
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 1:37:47 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Soham Bhatt
2026 MBA
[redacted]

From: Angelina Vergara
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Tuesday, January 20, 2026 12:17:27 AM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a Los Angeles resident, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. Everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for Los Angeles.

Angelina Vergara
[redacted]

From: Keith Gibson
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 1:43:49 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA alum, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA and those living and working in the vicinity can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Sincerely,
Keith
UCLA Class of 2011

Sent from my iPhone

From: MINDY REN
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 1:49:34 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Mindy Ren
4th Year, MCD Biology
[redacted]

Sent from my iPhone

From: JAI WILLIAMS
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Tuesday, January 20, 2026 1:04:19 AM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

As a UCLA student public transport is very limited and there are not a lot of fun activities to do in Westwood it would be nice to not have to drive everywhere as parking is a nightmare. The future students of UCLA deserve a good transport system and more options to explore the city outside of having a car.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. Everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for Los Angeles.

Jai Williams
3rd Year, Psychology
[redacted]

From: Mattie Simon
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Tuesday, January 20, 2026 1:20:21 AM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

Vote to ensure LA builds a more connected, faster future. I would like to see people freely move and travel so as to generate economic activity, community, and tourism.

Thank you for voting to transform public transportation for Los Angeles.

Matthew Simon
2nd year, Political Science
[redacted]

From: Elizabeth O"Brien
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 1:50:17 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Elizabeth O'Brien
Professor
[redacted]

From: Rachel Edio
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Tuesday, January 20, 2026 2:01:06 AM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. Everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for Los Angeles.

Rachel Edio
4th year, Sociology
[redacted]

From: Lea Jade
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 2:23:06 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Lea Robinson
2nd Year, Human Biology & Society major
[redacted]

From: Dylan Cairns
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 2:26:08 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Dylan Cairns
Freshman, Computational Biology
[redacted]

Sent from my iPhone

From: Annmarie Jessil
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Tuesday, January 20, 2026 4:50:56 AM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

I would love if there was an easier way to get to LAX from UCLA which is why I'm in support of this project. Going to the airport is incredibly expensive if you are in a rush and I would love if there was a reliable, efficient, and accessible way to travel within LA. It's time for LA to catch up to the Bay Area and have a better more efficient Metro system!!!

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. Everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for Los Angeles.

Annmarie Jessil
3rd Year, Computer Science and Engineering
[redacted]

Sent from my iPhone

From: Naomi Zhang
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Tuesday, January 20, 2026 7:24:31 AM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

I'm from Ventura County, so I either take the train or drive to school. Whether on the 761 bus from the Van Nuys station or on the 405 freeway itself, my life has been dominated by the congested Sepulveda Pass. The Sepulveda Line would change the lives of anyone remotely like me. A reliable, consistent option that will end up being the fastest travel route by a landslide during rush hours. The 405 Freeway frequently goes viral for the congestion it accumulates; it's frankly embarrassing that LA does not have any viable transit option to bypass such a heavily trafficked road, especially since Sepulveda Blvd will not be getting bus-only lanes anytime soon. If you care about your constituents, if you care about actually providing a robust transit network to one of the biggest employers in Los Angeles, the Sepulveda Line Modified Alternative 5 would be no question.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. Everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for Los Angeles.

Naomi Zhang
4th Year, Public Affairs
[redacted]

Naomi Zhang

From: Eli Papagni
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 2:32:18 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Eli Papagni
4th year economics major
[redacted]

From: JOVANNY ESCOBAR SERNA
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Tuesday, January 20, 2026 7:43:45 AM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 2:43:01 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Adiba Haque
5th year, Computer Science
[redacted]

From: LAILA ROBINSON
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Tuesday, January 20, 2026 8:04:47 AM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. Everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for Los Angeles.

Laila Simone Robinson
2nd year MFA, Costume Design
[redacted]

From: Alexander Torres
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 2:50:16 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Alexander Torres
3rd year, computational mathematics
[redacted]

--
[redacted]

From: Joseph Augello
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 3:34:09 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Joseph Augello
2nd year Civil Engineering
[redacted]

From: Kevin Wang
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Tuesday, January 20, 2026 8:08:21 AM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA alumni and West LA resident, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

We all know the dreaded traffic on the Sepulveda pass and it's about time we really consider an underground heavy rail solution for this issue that's plagued LA for ages. Living near the Yellow line, this would expand my transit options by so much, and I'm already thankful for the ability to take the train to work downtown.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. Everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for Los Angeles.

Kevin N Wang
2003 Electrical Engineering
[redacted]

From: MINNA HO
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Tuesday, January 20, 2026 9:25:01 AM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

I wish there was an easy way to get to the valley to visit friends and family! This is everything I hoped for to accomplish that. In addition, I'm excited for the connection to LAX because it finally puts LA on par with other major cities' transit.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. Everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for Los Angeles.

Minna
grad student, atmospheric and oceanic sciences
[redacted]

From: Brandon Shihabi
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 3:39:44 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Brandon Shihabi
4th Year, Computer Scienxe
[redacted]

Sent from my iPhone

From: Olivia Saldana
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Tuesday, January 20, 2026 9:33:44 AM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a resident of Los Angeles County, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve the residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

Extensive and reliable transit takes people off the road and reduces traffic and pollution!

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. Everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for Los Angeles!!

Olivia Saldana
LA resident & Cal Poly SLO Student
[redacted]

From: Daniel Torrero
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 4:09:53 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Daniel Torrero
2nd year, economics
[redacted]

Sent from my iPhone

From: Alex Bushnell
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Tuesday, January 20, 2026 10:06:41 AM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. Everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for Los Angeles.

Alex Bushnell
3rd Year Fine Arts
[redacted]

From: Nevan Hughlett
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 4:16:58 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a current UCLA student, I urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor. Having worked in real estate in Bel Air, and having seen the respective arguments for and against the metro, I staunchly side with the people FOR agenda items 10 and 11. We cannot let corporate greed and an already difficult real estate market interfere with the needs of our working class civilians and students.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Nevan Hughlett
3rd, Economics
[redacted]

Sent from my iPhone

From: Alex Geyer
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Tuesday, January 20, 2026 11:56:16 AM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a former UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

I attended UCLA way back in the '90s and the idea of commuting seemed unthinkable. A few years after graduation, I moved to Van Nuys. It's mind boggling how easy it would be to commute from the Valley to school if this subway gets built. Not to mention having an easy route to LAX, which was another challenge as a student in the 90s. This route will be such a boon for LA residents.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. Everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for Los Angeles.

Alex Geyer
UCLA Civil and Environmental Engineering, '00

From: Daniel Zhang
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 4:43:31 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Daniel Zhang
2nd Year Chemical Engineering
[redacted]
Daniel Zhang
UCLA '28 ChemE

From: KAELA BIROZY
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Tuesday, January 20, 2026 12:17:23 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

I used public transit for all 4 years I lived on campus since I didn't have a car. LA Metro was the reason I could get to class and get around LA.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. Everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for Los Angeles.

Kaela Birozy
Alum '25, Civil Engineering
[redacted]

[redacted]

From: Gerrit Lane
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 5:35:13 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA alumnus, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA. This line will facilitate visiting campus, Westwood, and LA more easily and reduce existing congestion in the west side.

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for transforming public transportation for UCLA and beyond.

Gerrit Lane

From: Tom Fay
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 6:08:50 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA faculty member, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Thomas Fay
Faculty in Chemistry
[redacted]
Thomas Fay
Assistant Professor in Theoretical Chemistry
University of California, Los Angeles
https://faygroupucla.github.io/

From: Corey C
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Tuesday, January 20, 2026 1:01:07 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a resident of Los Angeles County, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve the residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. Everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for Los Angeles.

Corey Christensen
UCLA Alum
[redacted]

Sent from my iPhone

From: Michael Griffin
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 6:40:38 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Michael Griffin
4th year, Biology
[redacted]

--
Michael Griffin
University of California, Los Angeles
Biology, B.S. | Evolutionary Medicine Minor
[redacted]

From: NOAH HRUNG
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Tuesday, January 20, 2026 2:09:17 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. Everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for Los Angeles.

Noah Hrung
2nd year, Design | Media Arts
[redacted]

From: michelle pellizzon
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 7:15:31 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Michelle Pellizzon
PhD information studies
[redacted]

Sent from my iPhone

From: Viva Corless
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Tuesday, January 20, 2026 2:09:58 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. Everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for Los Angeles.

Viva Corless
3rd year, theater major
[redacted]

From: Zulema Vazquez
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Tuesday, January 20, 2026 2:47:27 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a resident of Los Angeles County, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve the residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

Although this isn't directly benefiting me since I don't typically travel to these locations, I know approving this project will pave the path for future projects that will ultimately benefit the community

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. Everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for Los Angeles.

Leslie Vazquez
CSULB
[redacted]

From: ETHAN ROME
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 7:29:02 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Ethan Rome
2nd year Stats and Data Science
[redacted]

From: Sharlene May Minosa
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Tuesday, January 20, 2026 2:51:07 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA graduate, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

While I am no longer a student at UCLA, I commute regularly from the San Fernando Valley to West Los Angeles, and having a rail option will significantly improve the quality of living for hundreds of thousands of individuals who live and work across LA. When I was a student in 2017, I found myself in a car totaling accident during rush hour commuting back home in Sherman Oaks from the Westwood campus. I strongly believe that a rail option will not only decrease commute times by preventing further traffic-causing accidents, but also improve public safety while stimulating economic growth for businesses in the area.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. Everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for Los Angeles.

Sharlene Minosa
2018 Graduate; Anthropology

From: Tia Merriman
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 7:46:26 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Tia Merriman
2nd Year, Public Affairs
[redacted]

Best,
Tia Merriman.

From: Stefany Mena
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Tuesday, January 20, 2026 3:06:09 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a resident of the Valley and UCLA community member, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve the residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

I wake up at 5am to beat the 405 traffic and then sleep in my car until 9am meetings.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. Everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for Los Angeles.

Stefany Mena
community member
[redacted]

From: Percival Liu
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 8:12:51 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Percival Liu
3rd Year, Statistics
[redacted]

From: L Rod
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Tuesday, January 20, 2026 4:31:51 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

Los Angeles has all the potential to be a transit city. This is what the original founders of the city had in mind. A getaway that starkly contrasted from the congestion of the east coast cities. This proposal moves us further towards this vision so that we can make this city more accessible for everyone.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. Everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for Los Angeles.

Luis Rodriguez-Perez
Graduate Student
[redacted]

From: EMILIA MCLENNAN
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 9:48:38 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Emilia McLennan
4th Year PhD Student, Slavic Studies
[redacted]

From: Donna Zeng
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Tuesday, January 20, 2026 5:21:14 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

I want the next generation of UCLA students to have access to better transit, even if I don't get to use it. Leave transit a little better please!! It means so much to students who don't have cars, and can't afford to pay for ride share everywhere!

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. Everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for Los Angeles.

Donna Zeng
4th year, Civil Engineering
[redacted]

From: Arian Canete
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 10:41:14 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve UCLA students and residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that students at UCLA can benefit from this Line as soon as possible.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

A C
1st year, Biochemistry
[redacted]

From: Ezra Sokobin
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Tuesday, January 20, 2026 6:16:54 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

Dear Metro Board of Directors,

As a resident of Los Angeles County, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

I am FOR Agenda Item 10: Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor. This heavy rail option will best serve the residents of the San Fernando Valley and West LA!

I support the determination by Metro staff that Modified Alternative 5 is the best alternative to serve the needs of this Corridor. It includes (1) a direct stop at UCLA Gateway Plaza, (2) direct connections to other Metro lines, (3) stations placed where students and residents will go, and (4) frequent trains with low headways. I hope that Metro can expedite the environmental review of the Sepulveda Line to speed up construction, reduce costs, and ensure that we can benefit from this Line as soon as possible.

This would greatly benefit my ability to commute to and from work, plus would extend the options to explore during my free time as well.

I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. Everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for Los Angeles.

Ezra Sokobin
[redacted] resident

Sent from my iPhone

From: SARAH HARRINGTON
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 11:00:25 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

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As a UCLA student, I strongly urge the Metro Board to proceed with Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor.

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I am also FOR Agenda Item 11: the South Bay extension for the K Line should follow the existing Metro Right of Way. As more students commute to campus, and as UCLA expands to the South Bay, everyone will greatly benefit from a fully connected, comprehensive rail network that ONLY the ROW option can deliver quickly and cost effectively.

Thank you for voting to transform public transportation for UCLA and beyond.

Sarah
PhD Student; Archaeology
[redacted]

Sarah E. Harrington
University of California, Los Angeles
Near Eastern Languages and Cultures Department
PhD Candidate, Levantine Archaeology

From:	SAMEER ERRAMILLI
To:	Board Clerk
Subject:	(EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date:	Sunday, January 18, 2026 9:51:52 AM

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Agenda Item 10: FOR
Agenda Item 11: FOR

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Thank you for voting to transform public transportation for UCLA and beyond.

Sameer Erramilli
PhD student, Physics
[redacted]

From: ELLA COFFEY
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Sunday, January 18, 2026 6:30:55 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

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Thank you for voting to transform public transportation for UCLA and beyond.

Ella Coffey
3rd Year, World Arts and Cultures
[redacted]

From: Kyra Koh
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Tuesday, January 20, 2026 7:57:31 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

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Thank you for voting to transform public transportation for Los Angeles.

Kyra Koh
3rd Year, Electrical Engineering
[redacted]

From: Maricela Alvarez
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting Agenda Items 10 and 11
Date: Monday, January 19, 2026 11:14:34 PM

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Agenda Item 10: FOR
Agenda Item 11: FOR

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Thank you for voting to transform public transportation for UCLA and beyond.

Maricela Alvarez
3rd year, sociology
[redacted]

Sent from my iPhone

From:	brent gesch
To:	Board Clerk
Cc:	brent gesch
Subject:	(EXTERNAL) Regarding the C Line Extension to Torrance
Date:	Monday, January 19, 2026 6:08:20 PM

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To the Metro Board of Directors,

I am a homeowner in the City of Lawndale and am one of the residents that will be affected by the proposed C Line Extension. While the Hybrid alignment is referred to as the Locally-Preferred Alternative (LPA), I have not spoken to any locals who prefer this alignment. The existing freight line tracks along the Metro Right of Way (ROW) are already less than 50 feet from homes, living rooms and bedrooms. Adding additional rail lines will move tracks even closer to private homes. I do not know anyone that wishes to have rail lines within two car-lengths of their bedrooms. I am not sure that the increase in noise and decrease in safety is a benefit in quality of life for those that live in close proximity to the rail tracks.

If it is the desire of the Board to create alternative transportation options and increase ridership on those alternatives, Metro's own reports show a proposed increase of 5,000 new daily riders on a line that runs through neighborhoods, while the line that runs down a busy thoroughfare shows a proposed increase of 5,500 new daily riders. The Hawthorne Boulevard option adds an additional 182,500 riders per year. Per Metro's reports, for long-term viability, the Hawthorne Boulevard option is clearly the better choice.

Please DO NOT CERTIFY the Final Environmental Impact Report (EIR) and DO NOT approve the project along the Metro Right of Way (ROW) green belt in Lawndale. Alternatively, please approve the Hawthorne Boulevard Option and route the C Line Extension along the Hawthorne Boulevard route. This route runs in the middle of eight (8) lanes of automobile traffic, which is a far lesser environmental impact than close to bedrooms and living rooms. Up until the late 1950s, the Pacific Electric Railway Company had an electric car rail line along the same route, running their Red Cars.

Regards, Brent Gesch

[redacted]

From:	Abel Rivera
To:	Board Clerk
Subject:	(EXTERNAL) RE: Public Comment on Items 10, 11, 12
Date:	Wednesday, January 21, 2026 8:24:52 AM

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Good morning,

I would like to express my support for Item 10, specifically selecting Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor Project. Choosing this alternative will have numerous benefits for the entire L.A. region, and I urge the Board to prioritize the best alternative for one of the most important transportation projects in recent history. Alternative 5 will ensure fast, frequent, reliable transit connecting the Westside and Valley, with automated trains and better connections to the Metro G line, Metro ESFV Project, as well as Metrolink and the Pacific Surfliner.

Additionally, I would like to express my support for the approval of the Hybrid Alignment LPA for Item 11. I urge the board to reject Motion 11.1 by Director Mitchell to advance the Hawthorne Alignment. The Hawthorne alignment is far more expensive, and does not utilize the existing Right-Of-Way that Metro already owns. Selecting the Hybrid Alignment will ensure the South Bay gets the transit it deserves, utilizing existing freight corridors while using state-of-the-art safety technologies. Selecting the Hawthorne Alignment will lead to a large budget deficit and further delay the project with billions of missing funding. Therefore, I urge the Board to approve the Hybrid Alignment and advance the C/K Line Southern Extension.

Thank you for the opportunity to comment.

From: Emilio Zequeira-Russell
To: Board Clerk
Subject: (EXTERNAL) RE: Public Comment on Items 10, 11, 12
Date: Tuesday, January 20, 2026 11:23:55 PM

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Thank you for the opportunity to comment.

From: Nick Cardenas
To: Board Clerk
Subject: (EXTERNAL) RE: Public Comment on Items 10, 11, 12
Date: Wednesday, January 21, 2026 7:08:31 AM

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Thank you for the opportunity to comment.

From: Moss Tucker
To: Board Clerk
Subject: (EXTERNAL) RE: Public Comment on Items 10, 11, 12
Date: Wednesday, January 21, 2026 11:00:14 AM

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Thank you for the opportunity to comment.

Sent from my iPhone

From: Zyra Shelly D. Frias
To: Board Clerk
Subject: (EXTERNAL) RE: Public Comment on Items 10, 11, 12
Date: Tuesday, January 20, 2026 10:45:59 PM

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Good evening,
I would like to express my support for Item 10, specifically selecting Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor Project. Choosing this alternative will have numerous benefits for the entire L.A. region, and I urge the Board to prioritize the best alternative for one of the most important transportation projects in recent history.

Alternative 5 will ensure fast, frequent, reliable transit connecting the Westside and Valley, with automated trains and better connections to the Metro G line, Metro ESFV Project, as well as Metrolink and the Pacific Surfliner.

Additionally, I would like to express my support for the approval of the Hybrid Alignment LPA for Item 11. I urge the board to reject Motion 11.1 by Director Mitchell to advance the Hawthorne Alignment. The Hawthorne alignment is far more expensive, and does not utilize the existing Right-Of-Way that Metro already owns. Selecting the Hybrid Alignment will ensure the South Bay gets the transit it deserves, utilizing existing freight corridors while using state-of-the-art safety technologies. Selecting the Hawthorne Alignment will lead to a large budget deficit and further delay the project with billions of missing funding.
Therefore, I urge the Board to approve the Hybrid Alignment and advance the C/K Line Southern Extension.

Thank you for the opportunity to comment.

Best,
Zyra Frias

From: Felipe Maroto
To: Board Clerk
Subject: (EXTERNAL) RE: Public Comment on Items 10, 11, 12
Date: Wednesday, January 21, 2026 5:53:34 AM

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Thank you for the opportunity to comment.

From: Jason Herring
To: Board Clerk
Subject: (EXTERNAL) RE: Item 11: C Line to Torrance Final EIR Approval
Date: Wednesday, January 14, 2026 1:30:23 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As Los Angeles struggles to unwind our single-story urban sprawl which more lanes on the freeway can't solve, I, as a resident of San Pedro and a member of the NWSP Planning and Land Use Committee but writing on my own behalf, urge you to certify the Final EIR for the C/K Line Extension to Torrance. The Hybrid Locally Preferred Alternative is a thoughtful and fully grade-separated solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility.

The Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance for countywide and regional mobility.

Here in San Pedro we wait for the day that Metro rail will come to our town as the Red Cars once did. This project is one step closer to that dream.

Jason Herring
[redacted]
[redacted]

From: K Pulungan
To: Board Clerk
Subject: (EXTERNAL) Re: I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 11:55:15 PM

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As for Item 33, I want to add that SB 79 will generate revenue badly needed by Metro. If we don't want to end up like other transit agencies around the nation that are facing fiscal cliffs, we need new revenue and ridership drivers. SB 79-enabled housing will greatly boost Metro's position.

On Tue, Jan 20, 2026 at 11:49 PM K Pulungan [redacted] > wrote:

> Dear Metro Board:
>
> I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to a vocal few. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support the majority of South Bay people, and the staff's recommendation, and vote no on 11.1. As I said before, as someone who works in aerospace, this project will be crucial to connecting job centers for such an important industry of LA to the rest of LA, enabling opportunities for people who work in aerospace and live around LA, who want to work in the South Bay's important aerospace industry. It is of national importance that this project gets going ASAP, due to these jobs in the area.
>
> I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.
>
> I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system. I recognize that there are concerns about voices opposed to housing that will now be opposed to transit, but I guarantee you, the same people against housing are already basically the same people opposed to transit projects.
>
> Thank you.

From:	South Bay Forward
To:	Board Clerk; Fernando Dutra; Wiggins, Stephanie; butts@cityofinglewood.org; HollyJMitchell@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; Metro, CLine
Cc:	mbohlke@sbcglobal.net; annet@southbaycities.org; davidl@southbaycities.org; Bryan Bubba Fish; Yoon, Anne; Sanchez, Manny; Gomez, Viviana; Jorenstein@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.yaroslavsky@lacity.org; lamont.cobb@lacity.org; councilmember.padilla@lacity.org; kristen.pawling@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov
Subject:	(EXTERNAL) Re: FOR Item 11 - South Bay Forward Support for C Line Extension to Torrance FEIR Certification & Approval
Date:	Wednesday, January 21, 2026 10:42:54 AM
Attachments:	Lawndale_Petition_Support_LPA.pdf Hawthorne blvd business petition.pdf SBF_SBOB Summary.pdf CLET Support_South Bay Forward_Jan 2026.pdf

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Good morning,

On behalf of South Bay Forward, we re-submit our **support letter for Item 11: Hybrid LPA**. We are in strong support of the staff recommendation and the years of process, evaluation, and input that has been poured into this recommendation. This option provides the most housing, community, jobs, mobility, and environmental benefits and makes the best use of regional investment in transit centers and multimodal accessibility. We have followed the DEIR and FEIR process closely as an advocacy organization for the past 3 years. After 46 years of study and planning, we urge you to stay the course with the staff recommendation as it offers for the best possible path towards completion and realization of this long-promised Measure M and R project to the South Bay and 1.5 million new riders. It provides critical upgrades to the rail corridor that Metro owns and will make the corridor both safer and quieter for residents, while providing neighborhood-accessible trails and an accessibility-friendly station in Redondo Beach with parking and restrooms.

As a CBO, we work **on a volunteer basis** to provide outreach about the FEIR with our South Bay Bicycle Block Party and South Bay Transit Summit event held in North Redondo Beach and Torrance, respectively. We have performed outreach in the cities of Lawndale, Lomita, Long Beach, and Hermosa Beach and hosted events and tabling at Torrance Transit Center. We also worked to build support and consensus across allied organizations with our South Bay On Board Coalition, in broad support of the FEIR and Hybrid LPA for certification. See our CBO statement.

We are **against the last-minute motion Item 11.1: Hawthorne Option** on which we were not consulted and which goes against decades of planning and years of professional work and expertise and a betrayal of our trust in the public process and support for the Hybrid LPA. We were preparing for a vote to certify and approve the LPA that was selected by the Board and evaluated in the Final EIR. We were not preparing to relitigate the case for Hawthorne vs ROW/LPA once again as we did in May 2024, and are dismayed at the very little noticing that we have had to prepare our comments and to present the case once again. We are concerned

this option will, at best, push the project back by 4 or more years, or at worst, put the project in perpetual limbo with multiple yearslong review processes in NEPA, adding complexity and timelines that will only further delay much-needed transit to our subregion. We have to be realistic with timelines in this federal administration. This option creates major impacts to businesses, places transit riders on a high-injury corridor putting pedestrians and riders at risk of serious injury, and requires complex utility relocations of high-voltage transmission lines and major regional storm drains. We are highly concerned by this unusual process and what little time we have had to respond to it and feel this is not the proper way to conduct major planning decisions costing $2-3 billion and after decades of study. This process and decision should not be so high-stakes nor make or break.

Review the board reports and attachments on Item 11 including the Hawthorne Option Key Issues document. Listen closely to staff presentation and to a diverse set of stakeholders in public comment. **If you have confidence in staff recommendation and public input, we urge you to select the staff recommendation**. If further time or review is needed to address the new motion or provide contingency, that should be considered instead of a sudden alignment shift at the 11th hour. Our members and advocates will do our best to provide focused public comment amidst the changes.

Find attached our materials:

1. SBF Support Letter Jan 2026 (attached)
2. SBOB Coalition & CBO Outreach Summary (attached)
3. Hawthorne businesses - 22 businesses *opposed to Hawthorne Option*
4. Lawndale petition - 94 signatures of *Lawndale residents for Hybrid LPA*
5. Support Letters from South Bay On Board Coalition
6. South Bay On Board Coalition Members: MoveLA, Streets For All, Torrance Area Chamber of Commerce, South Bay Forward, Downtown Torrance Association, Abundant Housing LA, League of Women Voters, Transit Coalition, Car-Lite Long Beach, Torrance Democrats, Indivisible South Bay LA, South Bay Bicycle Coalition, Streets Are For Everyone, BikeLA, and more
7. SBCCOG Public Comment Letters Dec 2025
8. Easy Reader Op-Ed Dec 2025

Reach out if you have any questions.

South Bay Forward
southbayforward.org
We are moving the South Bay LA region forward on housing, transit, and active mobility.

On Tue, Jan 13, 2026 at 4:59 PM South Bay Forward <southbayforward@gmail.com> wrote:

> Dear Chair Dutra and LA Metro Board of Directors,
>
> On behalf of South Bay Forward, we are submitting the attached comment letter in strong support of the C/K Line Extension to Torrance Project and the certification and approval of

the Final Environmental Impact Report (EIR) for the Hybrid Locally Preferred Alternative (LPA).

We also include a summary of our CBO outreach activity and information about the South Bay On Board Coalition, which are separate entities. See all support letters previously submitted by South Bay On Coalition organizations in December 2025 in this Folder.

This project represents a once-in-a-generation opportunity to extend light rail further into the South Bay, improving regional connectivity, reducing traffic congestion, and delivering on the promise of Measure M for high-quality, sustainable transit to our communities. The project will generate thousands of local jobs, relieve traffic and housing impacts, modernize the existing rail corridor, and link Redondo Beach and Torrance with direct rides to LAX, Inglewood, the Westside, and Downtown Los Angeles.

Thank you for your leadership and continued partnership in advancing multimodal transportation and sustainability. We ask that you Support Item 11 at the Planning & Programming Committee Meeting (1/14) and Board Meeting (1/22).

Sincerely,

Brianna Egan
Chapter Chair
with fellow leaders and coalition members

South Bay Forward
southbayforward.org
We are moving the South Bay LA region forward on housing, transit, and active mobility.

From:	Auguste Miller
To:	Board Clerk
Cc:	mayor.helpdesk@lacity.org; Metro, CLine
Subject:	(EXTERNAL) Re: Board Meeting Thu 1/22/2026 - ITEM 11: yes to LPA - Do the right thing, listen to the experts... Use the right of way. (No to 11.1).
Date:	Tuesday, January 20, 2026 1:52:28 PM

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Dear Holly Mitchell,

Current generations deserve better. But especially future ones.

Paris, New York, Tokyo, Copenhagen, etc Any world class city, like LA is attempting to become.

Might have been hard (change is hard, loud vocal nimby minority backlash is always there - often caused by cars btw, ie. Sprawl) but has any political leader ever not ultimately done right by their «constituents» by prioritizing and building world class public transit?

Disregard noise, - do the right thing for future generations.

Sent from my iPhone

> On Jan 20, 2026, at 08:44, Auguste Miller <[redacted]> wrote:
>
> Dear Metro Board,
>
> Item 11: Yes, approve LPA route, re: *2025-0818 CONSIDER: A. APPROVING the Board selected Locally Preferred Alternative (LPA)*
> Item 11.1: No, do not approve a Hawthorne last minute change by Holly Mitchell...
>
> Do the right thing, listen to the experts (your own Metro experts!)... Use the existing right of way.
> Build light rail in our lifetimes.
>
> Otherwise we need to replace the Metro board with actual leaders, who implement a true vision that benefits wider society.
> Cars ruin cities, build proper transit alternatives now.
>
> Best regards,

Auguste
[redacted]

From:	Brian Yanity
To:	Board Clerk
Subject:	(EXTERNAL) RailPAC comment on LA Metro 1/22/2026 board meeting agenda items #10 (Sepulveda corridor) and #11 (C line extension)
Date:	Sunday, January 18, 2026 6:55:08 PM

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Dear Chair Dutra and members of the board,

The Rail Passenger Association of California and Nevada (RailPAC) is an all-volunteer non-profit passenger rail advocacy group, founded in 1978.

Agenda item #10 (2025-1062, Sepulveda corridor):

RailPAC supports the staff-recommended Locally Preferred Alternative (Modified 5), unanimously approved by the Planning Committee on 1/14/2026. It is the alternative with the highest benefit-to-cost ratio, and will best serve the future transit needs of Los Angeles.

Agenda item #11 (2025-0818, C line extension):

RailPAC supports approval and FEIR certification of the staff-recommended Locally Preferred Alternative (LPA), which travels along the Metro-owned Right-of-Way (ROW). We commend Metro for measures such as walking paths, landscaping, sound walls, freight improvements, and grade separations for safety, noise reduction and enhancing pedestrian and bicycle mobility. This is a critical project to enhance mobility in the South Bay, and to allow direct rail transit connectivity in the future between Long Beach, the South Bay and LAX areas. The Hawthorne Option is far costlier and more difficult to construct, for negligible enhanced benefit compared to the LPA.

--
Best Regards,

Brian Yanity
Vice President-South and Board Member
Rail Passenger Association of California (RailPAC)
www.railpac.org
Fullerton, CA

From: [redacted]
To: Holly J. Mitchell; James Butts; fdutra@cityofwhittier.org
Cc: Board Clerk
Subject: (EXTERNAL) Public Comments on 1/14
Date: Thursday, January 15, 2026 11:30:45 AM

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Dear Directors and Board Clerk,

Yesterday the stakeholders on the C-Line extension project were limited to 30 seconds each while public comments for the Sepulveda Transit project were all allowed one full minute each. 15 of our callers got passed over never being called to speak. During the Construction Committee, although shorter and only a handful of commenters, we were cut to 30 seconds each as well.

Next week for the full board public hearing on the C-Line FEIR, if comments need to be limited please consider limiting on the Sepulveda Transit people as a fair trade. Especially since they're largely in support without any issues to discuss while on the C-Line our livelihoods are at stake.

Thank you for your attention to the matter.

Sincerely,
Niki Negrete-Mitchell
Redondo Beach
[redacted]

From:	Thomas von Kurthausen
To:	Board Clerk
Subject:	(EXTERNAL) Public Comment: Support for the Green/C Line Extension to Torrance
Date:	Saturday, January 17, 2026 10:16:24 AM

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Dear Metro Board of Directors,

I am writing to express my fervent support for the Green/C Line extension, specifically the plan to extend the line from the current Redondo Beach Station terminus to the proposed terminus at the Torrance Transit Center.

This extension is critically important to the region. It is not just a localized improvement; it is the backbone for the future of the LA Metro Rail network. This project is a necessary step toward the eventual connection of the C Line to the Long Beach A Line, a link that would revolutionize transit connectivity across the South Bay and Long Beach.

Furthermore, it is vital that Metro takes a definitive stand against the obstructionism that often halts these essential projects. We cannot allow NIMBYism to dictate the future of our public infrastructure. The vocal minority must not be allowed to drown out the needs of the silent majority who rely on and desire efficient public transit.

History and data have consistently shown that rail and increased transit connections dramatically improve neighborhoods. They increase walkability, improve housing prices, and significantly reduce pollutant emissions. To be opposed to this project is, effectively, to be opposed to improving the lives of your constituents.

I urge the Board to look past the opposition and move forward with this project for the greater good of Los Angeles County.

Sincerely,

Thomas, Gardena

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Public Comment: Support for Hybrid LPA (South Bay Extension)
Date: Saturday, January 17, 2026 1:01:35 PM

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Dear Metro Board Clerk,

My name is Darrell, and I am writing to formally express my support for the **South Bay Extension** and specifically the **Hybrid Locally Preferred Alternative (Hybrid LPA)**.

This project is a major opportunity to expand reliable transportation access in the South Bay, increase community connectivity, and support long-term economic growth. A modern rail extension brings more people into local areas, supports small businesses, and creates stronger access to jobs, schools, and community events across the region.

Southern California is falling behind other global and U.S. regions with robust transit systems, including places like **Japan** and **New York City**. The South Bay Extension is exactly the type of investment that helps modernize Los Angeles County, strengthen the regional economy, and make daily travel more practical for regular working people.

I strongly encourage Metro leadership to support the **Hybrid LPA**, and I urge the Metro Board to stay aligned with the long-term public benefit of this project. A small number of organized homeowners should not be allowed to block a transit investment that serves the wider region and the broader public interest.

I also want to specifically note my concern regarding board members who have advanced actions that could undermine the Hybrid alignment and delay or weaken this project, including:

- **James Butts**
- **Holly Mitchell**
- **Jacquelyn Dupont-Walker**
- **Tim Sandoval**

Please move forward with the South Bay Extension and keep the project on track through support of the **Hybrid LPA**.

Thank you for your time and for accepting public comment.

Sincerely,

Darrell H.

From: Daniel Van Horne
To: Board Clerk
Subject: (EXTERNAL) Public Comment: South Bay Extension, Hybrid Alignment, Sepulveda Line Alt 5, and SB 79
Date: Monday, January 19, 2026 3:32:09 PM

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I support expanding Metro, but only if choices are grounded in reality, not ideology.

For the South Bay extension, the hybrid alignment is the only serious option. It balances cost, constructability, travel time, and neighborhood impact. Anything more extreme risks overruns and delays that undermine public trust and project viability.

For the Sepulveda Line, Alternative 5 is the correct choice. It delivers the strongest combination of capacity, reliability, and long-term system performance. Settling for weaker alternatives would be a permanent mistake on one of the region's most critical corridors.

However, none of this works without land-use alignment. Metro's refusal to support SB 79 directly undercuts ridership, value capture, climate benefits, and fiscal justification for these investments. Building multi-billion-dollar rail lines while opposing transit-oriented housing is a policy contradiction that guarantees underperformance.

Commit to the South Bay hybrid alignment, select Sepulveda Line Alternative 5, and stop sabotaging transit by blocking the housing that makes it succeed.

Daniel Van Horne

From: ChatterRat58 With a side of depression.
To: Board Clerk
Subject: (EXTERNAL) Public Comment: AGAINST the Metro C Line (now K Line) Extension
Date: Tuesday, January 20, 2026 11:03:45 PM

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Dear Metro Board Members,

I'm writing to inform you that I am AGAINST the Metro C Line (now K Line) extension that's being planned along the railroad tracks through Lawndale, CA. The current extension plan would slice through our community and steal more than 100 homes from decent families. I live two houses down from the railroad tracks, any closer and I would've received the "imminent domain" notice in my mailbox that my neighbor received. Their entire family will be uprooted by this Metro project if it continues as planned. Grandmother and grandfather, mother and father, and all of their children - three generations - being forced out of their homes. They really don't want to leave, and I'm writing especially to help defend them. The rest of my reasons could be considered trivial compared to the uncertainties that will come upon this family if their home is taken from them. And they're not alone, there are more than 100 families just like them that have also received "imminent domain" notices in their mailboxes.

Besides the crime of driving hundreds of people out and tearing down their homes, the construction of this Metro line will be lengthy and noisy. It is sure to kick up lots of concrete dust and soil for us to breathe in for the next couple of years. There are schools near where the Metro is planning the construction, and that amount of disturbance would be horrible for the children who attend. And once installed, Metro trains would run almost non-stop near our houses throughout the day, passing by a couple of times an hour. The regular train coming by once or twice a day was bad enough, so I can't imagine those speedy Metro trains whizzing through and disrupting my entire neighborhood's lives every single day.

In addition, I have family members on the other side of the railroad tracks. Right now I can walk over the tracks to reach them in a matter of minutes. People walk their dogs up and down those tracks, and children have put up swings in the pine trees. All of those comforts will be stolen away from my city, and reluctantly traded for a Metro line that could be placed elsewhere. I would have to take a big detour to find my family, and people trying to get exercise would have to settle for hard concrete paths instead of soft grass and soil. However, if those were the only problems the current Metro plan posed, I would not be writing this email. The biggest objection to this project is that Metro plans to evict and displace good people - hundreds of people. Metro must not let this happen, the current plan should not go forward.

Thank you for considering my objection to the Metro C Line (now K Line) extension along the railroad tracks through Lawndale.
Sincerely,

Hannah Limuti

Meeting Name: Board of Directors - Regular Board Meeting
Meeting date/time: 1/22/2026 10:00 AM
File #: 2025-0818
Agenda #: 11.

From: Matthew Monson
To: Board Clerk
Subject: (EXTERNAL) Public Comment: 1/22/26 Regular Board Meeting, Agenda Items 11 & 11.1
Date: Saturday, January 17, 2026 1:34:54 PM

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Dear Metro Board Members,

My name is Matt Monson, and I'm a West Side resident. I'm writing to urge that the Locally-Preferred Alternative to use the existing Metro right of way for the K Line Extension to Torrance be approved, and that the motion to abandon this plan for the much-worse option along Hawthorne Boulevard be rejected. There are many reasons why the Hawthorne option would be a change for the worse -- including a huge cost increase, years of delays, extra property takings, worse service, and the list goes on -- but on top of all that, it would continue the self-destructive pattern of torpedoing vital regional-scale improvements to mollify the few.

You can never make a choice that will be perfect for everyone. Nevertheless, there is a clear sensible answer here, and I implore you to proceed with it.

Thank you,
Matt Monson

From: Eliot Foss
To: Board Clerk
Subject: (EXTERNAL) Public comment on K line extension
Date: Saturday, January 17, 2026 9:13:23 AM

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Dear LA Metro Board Members,

I am writing to formally submit a public comment in strong support of the K Line South Bay Extension.

Specifically, I would like to express my support for the alignment as outlined in the recently published Final Environmental Impact Report (FEIR). I believe this project is a vital step forward for our regional transit network and will greatly benefit the community.

Thank you for your time and for considering my comments.

Best regards,

Eliot Foss

From: Corban King
To: Board Clerk
Subject: (EXTERNAL) Public Comment FOR the LPA Alignment for Item #11
Date: Saturday, January 17, 2026 2:58:05 PM

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Dear Metro Board,

I am a Redondo Beach resident and I am writing in support FOR the LPA alignment for the K Line extension to Torrance, to be discussed at the 10am meeting on January 22nd. High-quality transit *is a good thing* and is indicative of a healthy, thriving community. We need transit in the South Bay as well to further economic development and community building. This project would make the Metro accessible to me and many other Redondo Beach residents via a short hop on the Redondo Beach 102 bus (or a longer walk).

I specifically encourage the Board to certify the LPA and I am writing AGAINST Item 11.1 (the Hawthorne alignment). The LPA alignment is better than the Hawthorne alignment because the Hawthorne alignment costs significantly more while not having much of an advantage. The Hawthorne alignment would not do anything for the bus system or businesses on Hawthorne because there are no stops on the road until around the South Bay Galleria, and being able to see the metro line from Hawthorne does not mean better connectivity with buses. The Redondo Beach Transit Center from the LPA has better connections with the buses than the South Bay Galleria station proposed in the Hawthorne alignment because it is already a central bus stop. The South Bay Galleria is still accessible from the transit center, so any benefit that the South Bay Galleria stop provides is covered with much better capability by the Redondo Beach Transit Center stop. The Hawthorne alignment's further distance from residential areas does not provide much of an advantage because the freight line in the right-of-way will still continue to run. The LPA will provide improvements to the safety and sound of the freight line by providing quiet zones and better grade crossings, while the already quiet light rail trains would not impact much. There will even be a walking path along the rail at certain portions! The experience of homeowners along the right-of-way will be improved by this project by having safer railways next to them. Finally, going with the Hawthorne alignment would require undoing a significant amount of the work that has been done for the FEIR for the LPA, wasting all the effort from the past few years and delaying the project. The increased cost of the Hawthorne alignment would also delay the project and put high quality transit further out of reach of the South Bay. In a world where transit funding is becoming increasingly difficult to come by, making cost-effective and beneficial decisions is important.

This build is necessary for transit not just in the South Bay but beyond to places like Long Beach where the line could further extend. If the Hawthorne alignment is picked, this project will be put into unnecessary fiscal danger, running the risk of not just South Bay residents but many more residents of the county losing this vital

service.

In addition, I am FOR Item #10 to approve the LPA for the Sepulveda Transit Corridor Project to build up the quality of the LA Metro transit system. South Bay residents would benefit by being able to access more locations faster if the Sepulveda line is built. I would also encourage the Metro board to declare support of SB79's transit oriented development. More development around transit stations means more ridership and thus more revenue for the Metro to continue building out the transit system. Building extensions like the K line extension is just the first step, SB79 allows many more people to have easy access to the system, creating a thriving Los Angeles. When transit thrives, the people thrive. Thank you for your time reading this comment.

Best regards,
Corban King

From: Dakota Abernathy
To: Board Clerk
Subject: (EXTERNAL) Public Comment for Regular Board Meeting on 1/22/2026, agenda item 11, C line extention
Date: Tuesday, January 20, 2026 6:23:14 PM

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Agenda item 11 "C LINE EXTENSION TO TORRANCE PROJECT FINAL ENVIRONMENTAL IMPACT REPORT CERTIFICATION 2025-0818"

Dear Board Members,

I wish to express my support for the hybrid alignment of the C line extension, it's a perfect pre-existing right of way that will make for the fastest and cheapest option.

Thank you,
Dakota Abernathy

From: Adrian Dorsey
To: Board Clerk
Subject: (EXTERNAL) Public Comment for January 22, 2026 Metro Board Meeting – South Bay Extension (Hybrid LPA)
Date: Wednesday, January 21, 2026 12:13:54 PM

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To the Metro Board of Directors,

I am writing to express my strong support for advancing the South Bay Extension using the Hybrid LPA.

I spend time in Torrance regularly and know firsthand how limited the transportation options are if you are not driving. Having a fast, reliable rail connection to the South Bay would be genuinely transformative, not just for commuters, but for everyday trips, social connections, and access to jobs, education, and services.

This extension is also essential to future regional connections, including a one-seat ride linking the South Bay and Long Beach to LAX. Integrating the South Bay more fully into the regional rail network would deliver benefits far beyond a single corridor.

The Hybrid LPA strikes an important balance by improving speed, reliability, and access while remaining realistic about cost and constructability. I urge the Board to certify the environmental review and approve the Hybrid LPA so this long-planned project can move forward.

Respectfully,
Adrian Dorsey

From: Vincenzo Ioco
To: Board Clerk
Subject: (EXTERNAL) Public Comment for Item 11 (C Line Extension
Date: Saturday, January 17, 2026 7:43:03 PM

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I'm a Los Angeles resident and regular Metro user and I'd like to comment to strongly favor FEIR certification and the Hybrid LPA. I feel that this route is the best compromise and will provide the most benefit while saving taxpayers considerable money and time. I would love to be able to use more convenient transit when I visit the South Bay for its bike path, breweries and restaurants.
-V. Loconte [redacted]

From:	Dakota Abernathy
To:	Board Clerk
Subject:	(EXTERNAL) Public comment for 1/22/206 meeting in support of HYBRID ALIGNMENT for C line and ADOPTION of SB79
Date:	Tuesday, January 20, 2026 5:58:56 PM
Attachments:	metro_letter_front.pdf metro_letter_back.pdf

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Dear LA Metro Board,

I am writing to express my full support for the Hybrid LPA alignment for the C Line. The proposed right of way already exists and already includes an active rail corridor, making it the most cost-effective option and, by a significant margin, the quickest to construct. This alignment reflects years of careful planning and collaboration. I respectfully urge you not to undo the substantial progress that has already been made or delay the construction.

In addition, I respectfully request that you initiate the FEIR for the modified LPA of the S Line as soon as possible. There is no clear justification for additional delays or for increasing project costs when a viable and well-vetted option is already available.

Finally, I strongly encourage you to adopt SB79 as written, without modifications or dilution. SB79 is a critical tool for enabling the transit-oriented development necessary to address our ongoing housing challenges and to significantly improve the effectiveness and ridership of the Metro system. Weakening this legislation would undermine its purpose and the broader regional benefits it is intended to deliver.

Please see our attached letter signed by our friends and community members who will be unable to come to the meeting but still wish for their voices to be counted.

Thank you for your time and consideration,

-Friends of LA Metro

From: caroline
To: Board Clerk
Subject: (EXTERNAL) Public Comment against Metro expansion plan through Lawndale
Date: Wednesday, January 21, 2026 4:08:21 PM

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Meeting Name: Board of Directors - Regular Board Meeting
Meeting date/time: 1/22/2026 10:00 AM
File #: 2025-0818
Agenda #: 11.

Hello,
I am writing as a 20-year resident of Lawndale.
Over the years, Metro has hosted public comment and info meetings in our neighborhood.
At the meeting I attended, the Metro Rep. informed families that expansion down the railroad tracks would cause Metro to take back any land where families had pushed their boundaries into the railroad area.
Metro did not inform the public that it was intending to take homes from residents for its expansion plan.
We only became aware that homes would be taken when our neighbor received a letter a few weeks ago stating this.

Whether or not Metro has the legal right to do this, I do not know. But I do know that Metro used deceptive tactics to move its plans along. It told resident one thing, and now is sending letters stating that homes will be taken. An expansion plan that evicts more than 100 families from their homes is a bad plan.

I am against this expansion because of the homes that Metro plans to take -- and because of the way that Metro concealed this from the public.

There must be another way to accomplish an expansion without de-homing families.
Please do better for the families of our communities.

Sincerely,
Caroline Limuti,
Lawndale Resident

From: Alexandros Martinez
To: Board Clerk
Subject: (EXTERNAL) Public Comment - Regular Board Meeting Agenda Item No. 11
Date: Monday, January 19, 2026 1:31:36 PM

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Hello,

I am all for the K Line extension to Torrance. I live one mile from the Redondo Beach/Marine Station and I would catch the rail whenever I have to be at certain places at a certain time. I would agree with the ROW option (more than the Hawthorne option) because it provides better connection with the then-new Redondo Beach Transit Center. Riders from any bus route that connect with Redondo Beach Transit Center can easily access the Redondo Beach Transit Center station.

Alexandros Martinez
Redondo Beach, CA

From:	Hunter Lowry
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.mata@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.yaroslavsky@lacity.org; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk
Subject:	(EXTERNAL) Please support using Hawthorne Boulevard to extend the C/K line Metro extension through the South Bay
Date:	Wednesday, January 21, 2026 2:37:10 PM

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My name is Hunter Lowry and I have lived in Lawndale for 20 years. When I first moved here, I was aware that there was a train track at the end of my block, but the roughly two trains a day was a minor inconvenience. I recognize that Lawndale is not a spot that is well known in Southern California, and I know that it's a working class area and filled with people of color, but that shouldn't be an excuse to ram a Metro rail line through a quiet residential area. I mean, we all know that if this were Beverly Hills or Manhattan Beach, the idea of years of construction ending with hundreds of trains running through the neighborhood would not even be on the table.
Let's do the right thing and put this rail line down Hawthorne Boulevard and not the ROW , close to people's homes, leading to potentially a decade of danger and disruption, and the destruction of our peaceful enjoyment of our homes, when a better alternative would be safer, quicker, and lead to a broader use of that Metro line.
I implore you- this would damage the lives of so many people. Use the Hawthorne route.

Thank you,
Hunter Lowry

From: Jacob McIlvaine
To: Board Clerk
Subject: (EXTERNAL) Please support the Hybrid LPA for the C/K Line Extension to Torrance
Date: Tuesday, January 20, 2026 7:05:47 PM

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Dear LA Metro Board of Directors,

I am writing to express my strong support for the proposed C/K Line extension to Torrance, California via the Hybrid LPA.

As a South Bay resident and someone who lives in Redondo Beach, I see firsthand the need for improved, reliable public transit connectivity between the South Bay and the broader Los Angeles region. The C/K Line extension would provide a critical transportation alternative for residents, workers, and students while reducing congestion on already overburdened roads.

This project represents a meaningful investment in equitable mobility, economic opportunity, and environmental sustainability. Expanding high-capacity rail service to Torrance would better connect historically underserved communities, support local businesses, and help the region meet its long-term climate and emissions-reduction goals. It would also improve access to jobs, education, and essential services throughout Los Angeles County.

I strongly encourage the Metro Board to continue prioritizing and advancing the Hybrid LPA C/K Line extension. This project is vital to the future of the South Bay and to the overall effectiveness of LA County's transit network.

Thank you for your leadership and continued commitment to improving transportation options for our region. I appreciate your consideration and look forward to seeing this important project move forward.

Sincerely,
Jacob McIlvaine
Redondo Beach, CA

From: Jorge Jiminez
Subject: (EXTERNAL) Please Support the Hawthorne C-Line Route on Thursday
Date: Saturday, January 17, 2026 10:31:18 PM

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Dear Members of the Metro Board,

I live in Lawndale and would be directly impacted by the proposed ROW route for the C Line extension. I'm writing to ask you to support the board motion to choose the Hawthorne Boulevard alignment instead.

The ROW option would bring hundreds of trains per day starting at 4 a.m. and running until midnight through a residential neighborhood that was never designed for this level of activity. The constant noise and vibration would fundamentally change daily life for my family and my neighbors.

Even more troubling is the projected eight years of construction. That means nearly a decade of heavy equipment, toxic dust, and disruption just feet from our homes. Many residents here are working families who cannot simply relocate or work from home to avoid these impacts. It is also very difficult for us to make it downtown for your board meetings.

There is also the issue of the jet fuel pipelines that run through this corridor and supply fuel to LAX. The pipeline owners themselves have said disrupting these pipelines or even temporarily shutting them down for relocation will have "significant" impacts to flights at LAX as it cuts off the fuel supply.

Hawthorne Boulevard is the smarter, safer option. It places rail in a commercial corridor where transit belongs (the red line once ran in the exact same corridor) and avoids imposing extreme harm on residential communities.

As a transit rider myself and someone who will actually ride this new extension, please choose the Hawthorne Boulevard alignment.

Thank You,

Jorge Jiminez

Lawndale Resident

From:	Paige Kaluderovic
To:	Board Clerk
Cc:	Zein Obagi; Waldron, Jessalyn; MSanchez@bos.lacounty.gov; AYoon@bos.lacounty.gov
Subject:	(EXTERNAL) Please see attached for tomorrow"s meeting
Date:	Wednesday, January 21, 2026 12:15:23 PM
Attachments:	Outlook-w2lviif3.png Mychal"s Learning Place Letter Supporting Hawthorne.pdf

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Please see the attached letter of support for the Hawthorne alignment for the C/K Line to Torrance.

Regards,

Paige Kaluderovic
Council District 3
[redacted]

REDONDO BEACH

Please note that email correspondence with the City of Redondo Beach, along with attachments, may be subject to the California Public Records Act, and therefore may be subject to disclosure unless otherwise exempt. The City of Redondo Beach shall not be responsible for any claims, losses or damages resulting from the use of digital data that may be contained in this email.

From: Meagan Karl
To: Board Clerk
Subject: (EXTERNAL) Please read! FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 8:08:05 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative modernizes a freight corridor Metro already owns, improves safety and noise, and provides an under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed at least 4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths without displacement. Hybrid LPA can move forward with state funding while the Hawthorne Option will require further delays with federal funds and NEPA adding uncertainty and timeline. Further delays are not progress. I trust 40+ years of study, analysis, and expertise. Bring rail now!

Meagan Karl
[redacted]
[redacted]

From: Wesley Reutimann
To: Board Clerk
Subject: (EXTERNAL) Please OPPOSE Items 11.1 and 33, SUPPORT Items 10 and 11
Date: Tuesday, January 20, 2026 6:58:53 PM

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Dear Board Members,

As an almost lifelong County resident who has waited too long for frequent, reliable, and convenient public transit in our region, I urge you to:

1. **Please support Item 11** and **oppose Item 11.1**. Metro owns the right-of-way for this project. Anyone who purchased a home adjacent to a rail corridor did so knowing that was a historical and ongoing use.
2. **Please support Item 10**, the Modified Alternative 5 route for the Sepulveda Transit Corridor which will best serve UCLA and other key destinations with frequent, high-quality service.
3. **Please oppose Item 33** - California needs to plan for smart, sustainable growth. Legalizing housing in close proximity to transit is common sense policy that cities around the world have embraced over the past 50+ years. Metro would do well to utilize SB-79 to facilitate more TOD housing around Metro stops.

Thank you,

From: Jefferson Stallion
To: Board Clerk
Subject: (EXTERNAL) Please Let the C Line Extension Happen
Date: Wednesday, January 21, 2026 4:11:45 PM

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Hi, I'm a big fan of La Metro and everything that you guys do to improve transit for people in and around Los Angeles, just wanted to send this email to express my support for the project and I hope that it will be green-lit with no more delays, please let's make this happen, and I'll obviously be a devoted rider that will use the new extension to Torrance.

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Opposition to Measure C Metro Line
Date: Wednesday, January 21, 2026 4:55:11 PM

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To whom it may concern,

I am writing to formally express my opposition to the proposed Measure C Metro line. After reviewing the available information, I do not believe this project adequately serves the best interests of our community.

My concerns include the project's overall cost, long-term financial burden on taxpayers, potential disruption to neighborhoods and businesses, and the lack of clear evidence that the proposed route will deliver proportional benefits in terms of congestion reduction or improved transit accessibility. Additionally, there appears to be insufficient transparency regarding construction impacts, environmental consequences, and ongoing maintenance obligations.

While I support responsible investment in public transportation, such investments must be fiscally sound, thoughtfully planned, and responsive to community input. At this time, Measure C does not meet those standards. I respectfully urge you to reconsider this proposal or, at minimum, pause further action until more comprehensive analysis and meaningful public engagement can take place.

Thank you for your time and consideration of my perspective. I trust that my concerns will be taken into account as decisions regarding Measure C move forward.

Sincerely,

Daniel Solomon

From: Fernando Tartaglia
To: Board Clerk
Subject: (EXTERNAL) Opposition to C Line Extension, Item 11
Date: Wednesday, January 21, 2026 2:16:15 PM

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Attention: Board Members

Dear [Board Chair and Members],

I am writing to formally express my opposition to the proposed C Line Extension, Item 11. After reviewing the available information, I do not believe this project adequately accounts for the well-being, health, and safety of residents living near—or directly along—the proposed route.

Of particular and immediate concern are the significant and potentially harmful impacts on neighboring homes, including persistent noise and vibration, degradation of air quality, and prolonged construction activity occurring in close proximity to occupied residences. For homes located immediately adjacent to or directly on the proposed track alignment, these impacts are not hypothetical—they represent a serious threat to residents' physical health, mental well-being, and basic quality of life. The cumulative effects of continuous disruption, environmental exposure, and stress have not been sufficiently analyzed, disclosed, or mitigated, leaving affected households facing unacceptable risks.

While I support responsible and thoughtfully planned public transportation improvements, such projects must prioritize the health and well-being of affected communities. At this time, the C Line Extension, Item 11 does not appear to adequately mitigate or fully disclose the risks posed to nearby residents. I respectfully urge the Board to reconsider this proposal or delay further action until comprehensive health impact assessments and meaningful community engagement are conducted.

Thank you for your time and consideration. I trust that these concerns will be carefully weighed as decisions regarding the C Line Extension, Item 11 move forward.

Sincerely,
Fernando Tartaglia

Sent from my iPhone

From: Joan Davidson
To: Board Clerk
Subject: (EXTERNAL) Opposed to Metro Link
Date: Monday, January 19, 2026 9:47:53 PM

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To whom it may concern,

I am opposed to the proposed Metro Line in Torrance.
Especially in lieu with the new CA laws and consequences of such.

Joan Davidson
[redacted]

From: Eileen Neill
To: Board Clerk
Subject: (EXTERNAL) Opposed to bringing Metro Rail to South Bay
Date: Wednesday, January 21, 2026 1:51:53 PM

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As a former New Yorker, I am against extending the Metro Rail to the South Bay. That would bring even more homeless mentally ill people and crime to our relatively safe community. Why screw up even more of LA that existing Meteo lines have done?? We're already under siege from all the developers that all of a sudden are enamored with building monstrous apartment buildings! No Metro Rail in the South Bay!!

Sincerely,
Eileen Neill

https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.linkedin%2Fin%2Feileen-neill-76548123&data=05%7C02%7Cboardclerk%40metro.net%7C0f3908fd0c5e49db7004408de59374828%7Cab57129bdbfd4caeaa77fe74c40364af%7C1%7C0%7C639046291125528559%7CUnknown%7CTWFpbGZsb3dSeyJFbXBtcU1hcGkiOnRydWUsIlYiOiIwLjAuMDAwMCIsIlAiOiJXaW4tMiIsIkFOIjoiTWFpbCIsIlUIjoyfQ%3D%3D%7C60000%7C%7C%7C&sdata=Ko79UmC7w2hxqpWGT0PseeMdTZQxQrSiQ%2F0rC8uuzm0I%3D&reserved=0

From: John Birkett
To: Board Clerk
Subject: (EXTERNAL) Oppose Metro C Line Extension to Torrance Hybrid Alternative
Date: Wednesday, January 21, 2026 3:10:01 PM

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Honorable Members of the LA Metro Board:

I am writing in opposition to the proposed Hybrid Alternative for the Metro C Line Extension. I live near LAX and frequently drive to Torrance for dining, shopping, banking, or doctor appointments. What you are considering is a train to nowhere (Hybrid Alternative) vs a highly productive rail line on Hawthorne Blvd that would easily be extended to Del Alamo Fashion Center and even Torrance Memorial. Hawthorne Blvd has millions of square feet of commercial real estate and is the crown jewel of commercial corridors in the South Bay.

Unfortunately, you only have one chance to get this right. While I understand that transit officials typically prefer to inconvenience and displace working-class communities of color as the Hybrid Alternative does to the majority Hispanic/Latino community of Lawndale, this specific option offers zero upside to affected residents in Lawndale or people like myself who would take the train to Torrance if it went anywhere desirable in Torrance.

I strongly encourage you to reject the Hybrid Alternative and pursue the elevated rail line on Hawthorne Boulevard. The long-term outcome of connecting the unparalleled amount of desirable commercial destinations on Hawthorn Blvd instead of the slightly less expensive connection to an oil refinery and industrial park in Torrance would certainly be something to take pride in.

Thank you,

John B
Los Angeles, CA

From: Jessie Foster
To: Board Clerk
Subject: (EXTERNAL) NO on Item 11: USE HAWTHORNE!
Date: Tuesday, January 20, 2026 8:10:16 AM

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LA Metro Board Clerk,

To: LA Metro Board,

I have never been more embarrassed for my city than I am right now. I am very much for thoughtful public transportation and good housing, but this project—as it is currently outlined—is abhorrent.

I was at Al Muratsuchi's town hall a few months ago, and specifically asked him about this project. I pointed out that El Camino College is in Torrance and he reminded me that technically, it's in an unincorporated area so he didn't have responsibility for the transportation needs there.

Ok, I get that, I guess…

He also said "Well, my sense of some of the political dynamics is that the City of Torrance is going to want to get the money and spend it within the city of Torrance."

REALLY?!? So, it's a rush to spend money In TORRANCE before it goes away? Who cares if it destroys a neighboring city?!?

My understanding of the current situation is that Torrance is going ahead with pushing the Metro K line through a small under-resourced city, even though no other Southbay City is taking any firm stance. (I wouldn't either because it's ethically icky!) Four of the most impacted cities are adamantly against this alignment altogether, and two have started lawsuits!

And the alignment doesn't even make sense – unless of course you don't think certain neighborhoods are worth spending money on when BIG TORRANCE is waiting to fulfill their transit dream for political brownie points ASAP.

Truly shameful.

Jessie Foster

[redacted]

From: Angela Drew
To: Board Clerk
Subject: (EXTERNAL) NO ON ITEM 11: HAWTHORNE JUST MAKES MOTE SENSE!
Date: Tuesday, January 20, 2026 11:37:11 AM

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To whom it may concern,

My name is Angela Drew and anytime I hear about hundreds of old growth trees that could potentially be destroyed for a project that could easily take a more sensible route, I am alarmed.

Environmentalists and environmental justice groups find this project absolutely repugnant! (Just look at SouthBayEnviroJusticeAlliance on Instagram.)

The Pro-Hybrid LPA messaging fails to mention that rail tracks are toxic because the wood (ties) are treated with creosote, which is a carcinogenic tar-like substance, and the jagged rocks (called ballasts.) It's generally safe if not disturbed.

But, when this stuff is disturbed during demolition or construction, the **wood and dirt spreads cancer-causing dust, and the rocks produce fine particles which embed deeply in lung tissue**, impairs oxygen uptake and leads to conditions like silicosis.

Rail workers will have protective breathing equipment when doing this work, but there are STILL plenty of workman's comp lawsuits… But the Lawndale families who literally live within a few yards of this activity will NOT HAVE ANY PROTECTION.

In fact, Metro sponsored SB 71, which extends and expands CEQA exemptions for transit projects within existing rights-of-way until 2040! **It exempts projects like this light rail, infrastructure from full CEQA review if they meet specific criteria, such as inclusion in regional plans.** This allows Metro to accelerate track work along lines like the K Line **without full environmental reviews, thus bypasses scrutiny of localized air quality and health impacts in vulnerable neighborhoods. SHAME!**

This clearly should be underground, and if certified, will be a (another) black mark— not only LA Metro's reputation—but the Metro board members who let this happen.

From: Jared Miller
To: Board Clerk
Subject: (EXTERNAL) No on Item 11: Do not use the Hybrid LPA
Date: Tuesday, January 20, 2026 10:21:31 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

I'm using the Southbay Forward online "email kit" that my friend told me about to express my opinion about the new K-line south. I really didn't appreciate how this email form preloaded a boilerplate message that says I support this project. I had to delete that nonsense because I DO NOT SUPPORT THIS!

But, I don't know any other way to get you this email, so here is my message: Of course it makes more sense to put the lightrail on Hawthorne Boulevard! It would definitely be more useful to me to not have to roll over to a side street behind a Target and a cemetery! (#boycottTarget)

Why was this anyone's first choice? I know people who live over there in North Redondo and it just doesn't look safe and it's not fair for the folks at the senior home!

Jared Miller
[redacted]
[redacted]

From: Manar Totonji
To: Board Clerk
Subject: (EXTERNAL) No monorail
Date: Tuesday, January 20, 2026 10:01:30 PM

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This is Manar Totonji, a LA resident.

For goodness sake, can the people of this city please have a win. NO MONO RAIL!
Build alt 4 or 5!

Have a good day! Thank you for your time

From: Manar Totonji
To: Board Clerk
Subject: (EXTERNAL) No monorail
Date: Tuesday, January 20, 2026 10:01:30 PM

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This is Manar Totonji, a LA resident.

For goodness sake, can the people of this city please have a win. NO MONO RAIL!
Build alt 4 or 5!

Have a good day! Thank you for your time

From: Wesley Reynolds
To: Board Clerk
Subject: (EXTERNAL) Metro Rail to Redondo
Date: Tuesday, January 20, 2026 5:23:12 PM

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Hello LA Metro Board,

I have lived in Redondo Beach and worked in Torrance for almost 5 years, and have walked, biked, drive, & taken the LA metro system around our beautiful city. It would be very wonderful to have a station within biking distance of my house, so I can get around LA without adding to the traffic & parking congestion. Please extend metro lines to Torrance & Redondo!

Thank you,
Wesley Reynolds

From: Julio Ceballos
To: Board Clerk
Subject: (EXTERNAL) Metro K Line to Torrance Support
Date: Saturday, January 17, 2026 7:28:25 PM

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Dear Metro Board of Directors and Project Planning Team,

I am writing to formally express my **strong support** for the K Line extension to Torrance. As a resident of Torrance, 90504, I believe this project is a vital investment in our regional transportation infrastructure.

Connecting the South Bay to the wider Metro rail network —including direct access to LAX and the Westside, will significantly reduce my reliance on the 405 and 110 freeways. This extension is essential for creating a more accessible, sustainable, and connected Los Angeles.

I urge Metro to prioritize and approve this extension.Thank you for your time and for your work in improving our city's transit.

Best regards,
Julio Ceballos

From: Alicia Herrera
To: Board Clerk
Subject: (EXTERNAL) Metro k line to Torrance Support
Date: Saturday, January 17, 2026 7:31:47 PM

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Dear Metro Board of Directors and Project Planning Team,

I am writing to formally express my **strong support** for the K Line extension to Torrance. As a resident of Torrance, 90504, I believe this project is a vital investment in our regional transportation infrastructure.

Connecting the South Bay to the wider Metro rail network—including direct access to LAX and the Westside, will significantly reduce my reliance on the 405 and 110 freeways. This extension is essential for creating a more accessible, sustainable, and connected Los Angeles.

I urge Metro to prioritize and approve this extension.Thank you for your time and for your work in improving our city's transit.

Best regards,
Alicia Herrera
[redacted]

From: Joshua Blonsky
To: Board Clerk
Subject: (EXTERNAL) Metro K Line Extension - Approve Local Alternative
Date: Sunday, January 18, 2026 10:57:29 AM

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To whom it may concern,

My name is Joshua Blonsky, I am a LA resident and rider of Metro transit. I am writing to urge the Metro Board to adopt the K-Line extension to the Redondo Beach Transit Center and onto Torrance immediately.

Extensions to the K-Line South to Torrance and eventually to Long Beach and then North to West Hollywood/Hollywood are fundamental to the transit future of LA. Riders like me, who have access to cars but also want access to transit, need projects like this K-Line extension in order to encourage us out of our cars with one-seat rides and easy transfers.

The Metro Board should immediately adopt the K-Line locally preferred extension to the Redondo Beach Transit Center and Torrance Transit Center.

Best,
Joshua Blonsky

From:	Bob Huang
To:	anneT@southbaycities.org; Board Clerk; Metro, CLine; davidl@southbaycities.org
Subject:	(EXTERNAL) METRO GREEN/C-LINE EXTENSION TO TORRANCE FOR HAWTHORNE ALIGNMENT
Date:	Friday, January 16, 2026 8:54:51 AM

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FOR C/GREEN LINE HAWTHORNE BLVD ALIGNMENT

South Bay Cities Council of Governments,

I support the Hawthorne alignment of the Green/C-Line Extension to Torrance. It is the safest option and saves so many trees. Below are all the reasons I support the Hawthorne alignment.

1. SAVES MORE TREES: The route along the ROW would require ~220 to be removed. DON'T KILL ALL OUR TREES! That is significantly more than the 40-50 smaller trees required for the Hawthorne alignment.

2. ENVIRONMENT: Hawthorne Elevated would allow for more biking paths, jogging paths, dog-walking, etc. along the Harbor ROW in an area considered "park poor" per LA County Parks & Wildlife.

3. SAFETY: Hawthorne elevated is safer as 200-300 trains per day would NOT be running past schools and parks where children play, it would NOT share a corridor petroleum gas tankers that run along a path where there are multiple high pressure gas lines that carry gas and jet fuel.

4. INCREASED RIDERSHIP: Hawthorne Elevated will increase Metro ridership as a stop at the Galleria will better serve commuters in Lawndale, Redondo Beach, and Torrance, making it a destination for shopping, restaurants, entertainment and other businesses.

5. CONNECTIVITY: Buses already stop at Artesia and Hawthorne so connectivity is seamless by directly boarding desired bus at the Artesia/Hawthorne bus stop which will be accommodated by the new station's configuration.

6. BOOST ECONOMY: Hawthorne Elevated contains a stop at the South Bay Galleria, future South Bay Social district that will not only help support the many shops soon to be built there, but will also serve any offices, hotels, or apartment units on Hawthorne Blvd that are part of the Galleria's upcoming redesign.

7. REVITALIZE LAWNDALE: Light rail elevated on Hawthorne Blvd, will help to support and revitalize the businesses on that shopping corridor without sacrificing parking, which would also be beneficial to Redondo Beach and Torrance commerce

Please choose the Hawthorne alignment for the safety of residents and save the trees!

Thank you,

Bob Huang
A Concerned Resident

From: Sherwin Rubin
To: Board Clerk
Subject: (EXTERNAL) Metro extension to Torrance
Date: Monday, January 19, 2026 1:09:51 PM

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Board Clerk
Los Angeles County Metropolitan Transportation Authority

Dear Board Clerk,

Please include the following statement in the official record for the upcoming Metro Board meeting:

We are in strong support of certifying the Final Environmental Impact Report (FEIR) and adopting the Hybrid Locally Preferred Alternative (LPA) for the D Line Extension to Torrance. Advancing this project is essential for improving regional mobility, expanding equitable transit access, and providing the South Bay with a reliable, high-capacity connection to the broader Metro system.

Thank you for ensuring this correspondence is distributed to the Board.

Sincerely,

Sherwin & Marilyn Rubin
Torrance residents since 1968

From: Mary Werk
To: Board Clerk
Subject: (EXTERNAL) Metro extension to Torrance
Date: Wednesday, January 14, 2026 7:14:04 AM

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Dear Board,

As a resident of Torrance, I'm writing you to communicate my support for the K line extension to Torrance. This new asset will benefit me and the rest of the community with rail connection directly to LAX and the rest of the Metro network. Please vote yes and make it happen. Thank you for your consideration.

Mary Werk

From: Vartkez Draymond
To: Board Clerk
Subject: (EXTERNAL) Metro C (K) Line Support
Date: Wednesday, January 21, 2026 10:27:46 AM

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Greetings Metro board,

I really wanted to send this email to you guys to say that I love and support the idea of continuing the C line south to Torrence, as it would help everyone that lives in that area. Moreover, considering that there is already a freight track there, makes this a perfect opportunity.

I think that this is a genius idea that we've come so far on, and so PLEASE don't delay it any longer, this project has my full support.

Thank you in advance

From:	Diane Parsley
To:	Board Clerk
Cc:	Raylette Felton; Michael Reyes; Peter Kann; Shaundra Burnam; Diane Parsley
Subject:	(EXTERNAL) Metro Board of Directors Meeting 1/22/26, Item 11 #2025-0818 - OPPOSE - Metro C Line Extension to Torrance Project - Public Comment from Mayor Robert Pullen-Miles
Date:	Tuesday, January 20, 2026 1:18:54 PM
Attachments:	CC.2026.01.20_Ltr to Metro Board_Mayor Position_Metro C Line Hawthorne Route.pdf

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Honorable Chair Fernando Dutra and Honorable Board of Directors,

Attached please find the **OPPOSE** comment letter from Lawndale Mayor Robert Pullen-Miles regarding **Item 11**, **#2025-0818** on the January 22, 2026 Metro Agenda.

Sincerely,

Diane Parsley, Executive Assistant
for **Robert Pullen-Miles, Mayor**

City of Lawndale
[redacted]

From: Meghan Mather
To: Board Clerk
Subject: (EXTERNAL) Metro Board comments for 1/22/2026 Meeting
Date: Wednesday, January 21, 2026 4:37:11 PM

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Hello Metro Board,

For item # 2025-1062, though I was and still am in favor of Alt 4, if that is not an option I am For the proposal in order to support high quality, high capacity transit between the valley and the Westside.

For item # 2025-0818, I am For it as well in order to further expand transit to the South Bay and set the stage to expand the line to Long Beach.

For item # 2026-0037, I am Against it, as the Hawthorne option will likely come with so many construction difficulties that it will potentially jeopardize the project.

For item # 2025-0985, I am For it, in order to further support the financing of Measure M programs.

For item # 2026-0035 I am For this proposal as well, as reforming the LA Metro Board to better reflect the Counties overall transit needs as opposed to the concerns of a few NIMBY's is a must.

For item # 2025-1028, I am For this proposal as well, in order to ensure Phase 2B2 of the A Line Extension to Montclair is achieved.

For item # 2025-1081, I am For this proposal as it will expand access and public participation in transit governance in critical and necessary ways.

For item # 2025-1033, I am For the proposal in order to ensure a diversity high quality transit information and travel systems for the benefit of riders.

For item # 2025-1053, I am Against the measure, as the measure is a futile attempt at avoiding necessary housing improvement the City's and County desperately need.

Thank you so much,
Oliver Mather

"*Ask not what your country can do for you—ask what you can do for your country.*"
-John F. Kennedy

From: Ryan Japan
To: Board Clerk
Subject: (EXTERNAL) Metro Board comments for 1/22/2026 Meeting
Date: Wednesday, January 21, 2026 4:36:04 PM

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Thank you so much.

From: Caroline Hayes
To: Board Clerk
Subject: (EXTERNAL) Metro Board comment for 1/22/26
Date: Wednesday, January 21, 2026 1:30:10 PM

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Hi,

I'd like to send in a comment for the Metro board meeting tomorrow, January 22nd 2026 at 10AM. I am unable to attend in person but would like to voice my unwavering support for the Hybrid LPA for the South Bay extension:

As an LA resident and frequent commuter to Torrance and San Pedro, having access to public transportation would be immensely beneficial for me and for the community. The South Bay has long needed better transit and access to the greater city, and needs it as soon as possible. Greater mobility around the city will only increase property values and further connect communities. Building on existing Metro-owned land without any displacement ensures it has no negative impact on the current conditions of the area, only benefits.

Given the efficiency of the proposed plan there is no question of the overwhelming benefits to the community that it would offer, nor any reason to question its viability moving forward. I stand with the many LA and South Bay residents in support of the Hybrid LPA for the South Bay extension.

Thank you for your consideration.

Best,
Caroline Hayes

--
Caroline Hayes

From: Ashley McKay
To: Board Clerk; Metro, CLine
Subject: (EXTERNAL) Metro - HAWTHORNE BLVD Elevated ao
Date: Tuesday, January 20, 2026 10:49:57 PM

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Hello,

My name is Ashley, I live in Lawndale, and I support the Hawthorne Blvd elevated option and strongly oppose the ROW option. The Hawthorne option will revitalize Lawndale, boost the economy, preserve green space, and increase ridership, among many other benefits. Hawthorne Blvd is already designed for commuter railway track and previously housed the Pacific Electric Red Cars.

The ROW option is opposed by entire communities, as it poses significant physical, financial, environmental, and emotional risks. It will decimate communities that have existed for generations.

Please support the Hawthorne Blvd elevated option.

Thank you,
Ashley

From: Cody Newberry
To: Board Clerk
Subject: (EXTERNAL) Meeting comment
Date: Monday, January 19, 2026 10:01:30 AM

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I would like to send you an email as a Long Beach resident in support of HYBRID LPA and FEIR certification. Our metropolitan area is light years behind the mobility for citizens compared to other national and global metropolitan areas. Delaying this connection from Long Beach to LAX will only hurt the growth of the region. We have many low income workers that could have a much better life if committing didn't require thousands of dollars a year and many hours of high attention traffic. Please do not let some people inhibit the enrichment of the lives of many. Owning a home does not mean you are a more important member of the community. We all live here.

From:	Grace Peng
To:	Board Clerk; Anne; bfish@bos.lacounty.gov
Subject:	(EXTERNAL) LWV support letter for C/KLET LPA
Date:	Tuesday, January 20, 2026 10:20:42 AM
Attachments:	Metro C_K LET support 2025.pdf

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https://docs.google.com/document/d/19I5Q5uhg1VRuY8G7NWim9686NW_zxdbw/edit?usp=sharing&ouid=107059636089398410683&rtpof=true&sd=true

Please resend the entire Metro Board the LWV support for the Locally Preferred Alternative along the Right of Way.

Stay the course.
Deliver the planned LPA sooner rather than wait for a magical alternative that we can't afford.

Hawthorne and Artesia Blvds are both high injury corridors.
Do not dump transit users into the middle of a highway.

Do not force people to use a train station in the median of a highway, take an elevator, walk across the highway, walk across a third of a mile of asphalt parking lot, and cross Kingsdale Ave to reach the Redondo Beach Transit Center.

The LPA gives a short, at grade, seamless and SAFE connection between the rail and bus stations.

Grace Peng, PhD
Natural Resource Director
LWV Beach Cities and LWV LA County

From: Yishai Kabaker
To: Board Clerk
Subject: (EXTERNAL) LPA
Date: Monday, January 19, 2026 4:30:47 PM

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To Whom It May Concern,

I am a resident of Van Nuys and I am writing to you to say that I am strongly in favor of Modified Alternative 5. Anything to expedite the construction and completion of this route should be pursued.

Thank you,
Yishai Kabaker

From: Dylan Suarez
To: Board Clerk
Subject: (EXTERNAL) Line Item 11 (C Line Extension) -- FOR
Date: Saturday, January 17, 2026 4:36:28 PM

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As a resident of the South Bay, it is imperative that LA Metro approves the FEIR for the LPA ROW Alignment as it reduces funding risk, lessens disruptions during construction, and most importantly, timely links the South Bay to the broader Metro network, serving as a crucial corridor for communities that have long lacked sufficient access to rapid mass transit. Any alterations to this plan risks the project's cancellation entirely, leaving our residents in limbo for potentially half a decade. This extension will one day be the backbone for mass rapid transit in the future for our communities, and it would be shameful for it to fail on the final push.

A concerned resident,
Dylan Suarez

From: Chelsea Schreiber
Subject: (EXTERNAL) Letter from Lawndale Resident Charles Ellison (Chuck) Against the ROW and FOR Hawthorne Blvd,
Date: Tuesday, January 20, 2026 2:35:17 PM

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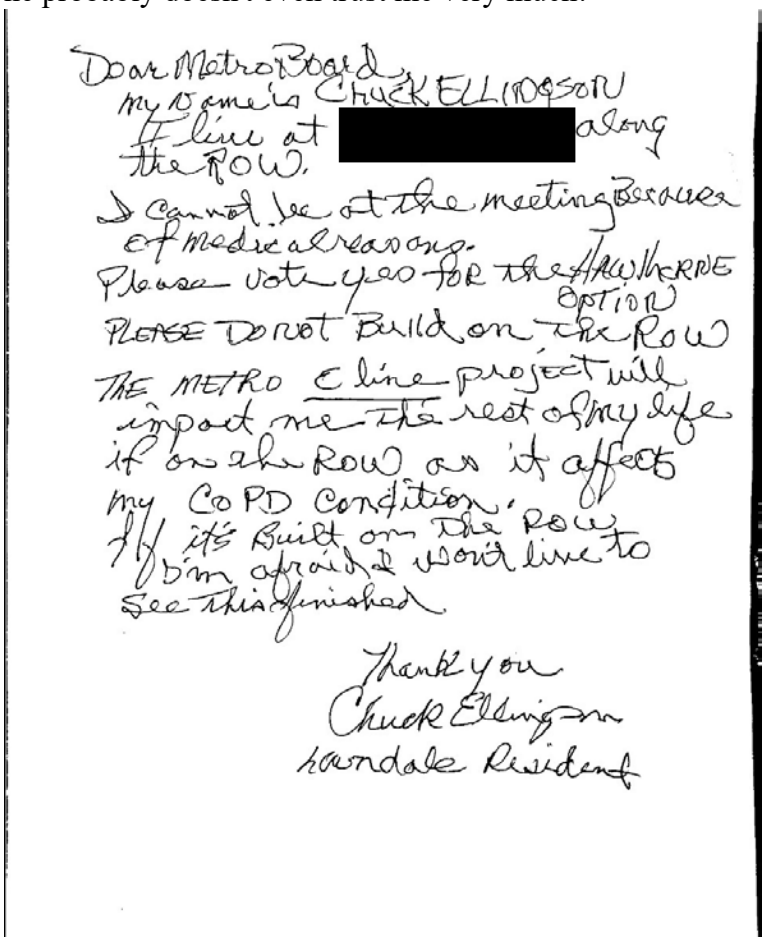
Hi Metro Boards of Directors,

I was asked to pass along this letter from my neighbor, Chuck. He doesn't trust the internet or computers, or the government - so here it is... I think I'm about the only person he trusts, and he probably doesn't even trust me very much!



Dear Metro Board,
My name is CHUCK ELLISON
I live at [redacted] along
the ROW.
I cannot be at the meeting Because
of Medical reasons.
Please vote yes FOR the HAWTHORNE
OPTION
PLEASE DO NOT Build on the ROW
THE METRO E line project will
impact me the rest of my life
if on the ROW as it affects
my COPD Condition.
If it's Built on the ROW
I'm afraid I won't live to
See this finished.

Thank you
Chuck Ellison
Lawndale Resident

From:	Chelsea Schreiber
To:	Dave Perry; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; Randall Winston; brittany.montano@lacity.org; amartinez@gatewaycog.org; Gomez, Viviana; bfish@bos.lacounty.gov; Justin Orenstein; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.mata@lacity.org; bfeldman@sgvcog.org; Jarrett Thompson; Kristen Pawling; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; Yoon, Anne; Sanchez, Manny; Councilmember Fernando Dutra; James Butts; Supervisor Janice Hahn (Fourth District); Supervisor Holly Mitchell; mbohlke@sbcglobal.net; Third District; Jackie Dupont-Walker; Supervisor Hilda Solis; Barger, Kathryn; Ara Najarian; Councilmember Yaroslavsky; Councilmember Imelda Padilla; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; Sbjusticealliance@gmail.com
Subject:	(EXTERNAL) Letter emailed on behalf of resident Kelly Murcher
Date:	Wednesday, January 21, 2026 12:38:35 PM

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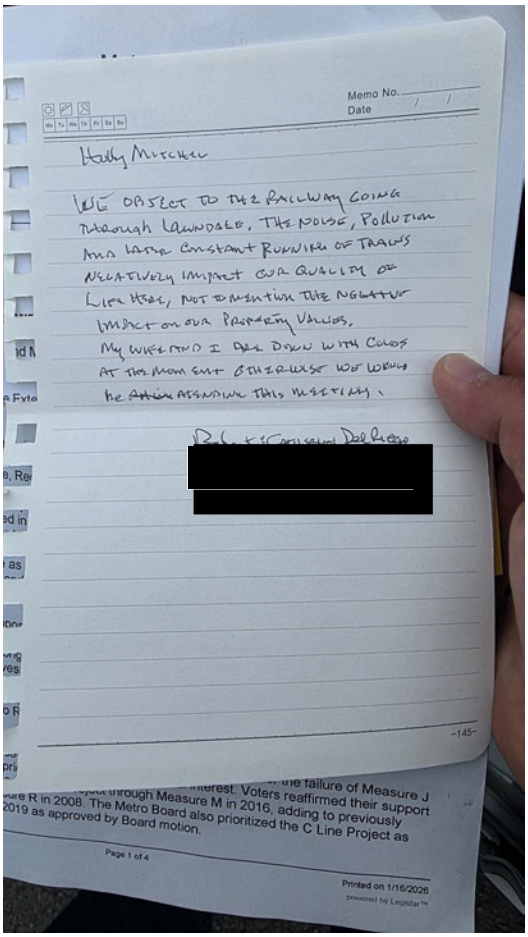
Kelly Murcher,

We object to the railway going through Lawndale. The noise, pollution, and constant running of trains negatively impact our quality of life here, not to mention the negative impact on our property values.

My wife and I are down with COVID at the moment; otherwise, we would be attending this meeting.

Robert & Catherine Del Hoyo

[redacted]



Memo No.
Date / /

Holly Mitchell

WE OBJECT TO THE RAILWAY GOING THROUGH LAWNDALE, THE NOISE, POLLUTION AND LATER CONSTANT RUNNING OF TRAINS NEGATIVELY IMPACT OUR QUALITY OF LIFE HERE, NOT TO MENTION THE NEGATIVE IMPACT ON OUR PROPERTY VALUES.

MY WIFE AND I ARE DOWN WITH COLDS AT THE MOMENT OTHERWISE WE WOULD BE ATTENDING THIS MEETING.

[redacted]

-145-

...the failure of Measure J ...through Measure M in 2016, adding to previously ...interest. Voters reaffirmed their support ...ure R in 2008. The Metro Board also prioritized the C Line Project as ...2019 as approved by Board motion.

Page 1 of 4

Printed on 1/16/2026
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From:	Chelsea Schreiber
To:	Dave Perry; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; Randall Winston; brittany.montano@lacity.org; amartinez@gatewaycog.org; Gomez, Viviana; bfish@bos.lacounty.gov; Justin Orenstein; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.mata@lacity.org; bfeldman@sgvcog.org; Jarrett Thompson; Kristen Pawling; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; Yoon, Anne; Sanchez, Manny; Councilmember Fernando Dutra; James Butts; Supervisor Janice Hahn (Fourth District); Supervisor Holly Mitchell; mbohlke@sbcglobal.net; Third District; Jackie Dupont-Walker; Supervisor Hilda Solis; Barger, Kathryn; Ara Najarian; Councilmember Yaroslavsky; Councilmember Imelda Padilla; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; Sbjusticealliance@gmail.com
Subject:	(EXTERNAL) Letter emailed on behalf of resident Kelly Murcher
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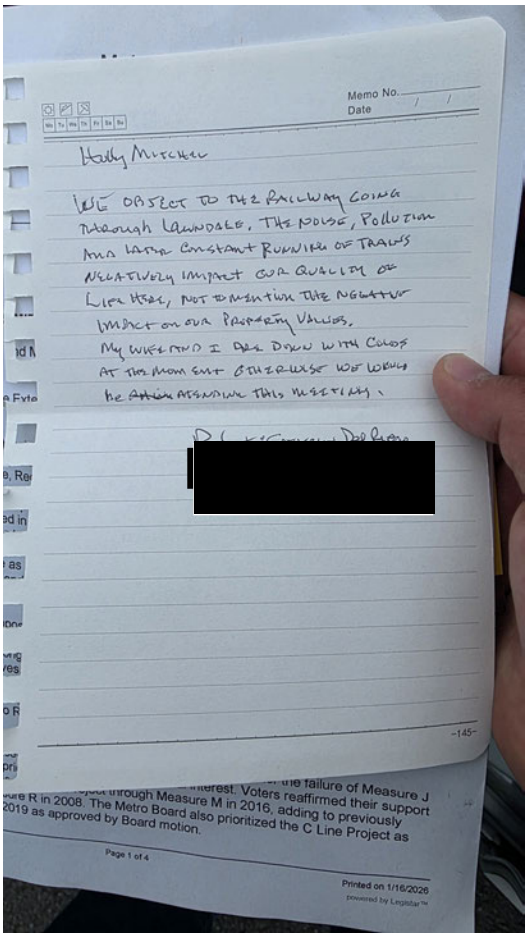
Kelly Murcher,

We object to the railway going through Lawndale. The noise, pollution, and constant running of trains negatively impact our quality of life here, not to mention the negative impact on our property values.

My wife and I are down with COVID at the moment; otherwise, we would be attending this meeting.

Robert & Catherine Del Hoyo

[redacted]



Memo No.
Date / /

Holly Mitchell

We object to the railway going through Lawndale, the noise, pollution and later constant running of trains negatively impact our quality of life here, not to mention the negative impact on our property values.

My wife and I are down with Covid at the moment otherwise we would be attending this meeting.

[redacted]

-145-

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To:	Dave Perry; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; Randall Winston; brittany.montano@lacity.org; amartinez@gatewaycog.org; Gomez, Viviana; bfish@bos.lacounty.gov; Justin Orenstein; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.s@lacity.org; bfeldman@sgvcog.org; Jarrett Thompson; Kristen Pawling; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; Yoon, Anne; Sanchez, Manny; Councilmember Fernando Dutra; James Butts; Supervisor Janice Hahn (Fourth District); Supervisor Holly Mitchell; mbohlke@sbcglobal.net; Third District; Jackie Dupont-Walker; Supervisor Hilda Solis; Barger, Kathryn; Ara Najarian; Councilmember Yaroslavsky; Councilmember Imelda Padilla; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; tim.sandoval@pomonaca.gov; Board Clerk; sbjusticealliance@gmail.com
Subject:	(EXTERNAL) Lawndale residents concerned about ICE - can I reassure them they will not be arrested for showing up?
Date:	Tuesday, January 20, 2026 1:43:06 AM

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Hi Metro Board Members and Deputies,

My name is Chelsea Schreiber. I live along the ROW, and I am sure many of you have heard me speak at board meetings before. (Hi!)

I am writing at 1:16 a.m., and I just got home after another long night of canvassing. I was sent from one house to the next (literally sent - people made phone calls to their family or friends and sent me to their homes) talking with families and trying to explain what is going on. That has been my reality for the last three days straight. (And honestly the last three years - but the last three days has been a panic to make sure people are aware for the last opportunity to speak.)

As I have been telling you for years, many people in this community still do not know about this project. That part has not changed. People are still learning about it for the first time when someone shows up at their door. That was especially clear today during MLK day when I was finally able to talk to people who are usually not home.

What has changed is something new and deeply concerning. Not only do many residents still not know what is happening, but now many of them are afraid to show up at all bc of their fear of ICE.

Over the past three days of walking the streets of Lawndale and talking directly with residents, one theme has come up again and again. Our community is heavily minority, and many residents who attended the meeting in May 2024, or who had planned to attend again, are now telling me they are afraid to come on Thursday because they are worried about ICE being present.

This fear is real and consistent. I have heard it repeatedly. Many people have told me directly that they will not attend the meeting because they are afraid of being arrested by ICE. Even while canvassing, I see how present this fear is. Some residents are afraid to open their doors at all. When they do, it often takes a long time to build enough trust for them to feel safe

talking.

I think this is critically important context for the Board to understand, especially when thinking about public participation. Most of the people I am speaking with are residents, and many of them are still afraid of ICE. I'm not worried about our turnout being low, but I am sad many people won't be coming to have their voices heard because of this fear. It's not because people do not care (they do - they care to the bottom of their souls). It is because fear is shaping whether they feel safe enough to participate.

I am doing everything I can to talk to everyone, but I cannot give people 100 percent reassurance that ICE will not be present. If there is any assurance that can be given, I believe it would make a meaningful difference. I've noted which houses have this fear - and would love to go back and assure them that it is not warranted.

Please let me know if this is something I can tell residents. I truly believe more people would attend if they knew they were not at risk of being arrested simply for showing up to a public meeting.

It's been an emotional few days, so I'll share more tomorrow when I sleep for a few hours - but I want to share one last thing. I am grateful for this project - I've met some of my very best friends just because it has given me the excuse to knock on their doors and talk about the train. I'm from Minnesota, not here, so our family doesn't visit often. Since becoming enraged because of Metro's shitty outreach, my neighbors have embraced me and Jj kids. We've spent Thanksgivings and Christmases with neighbors - and im so grateful for the motion to pivot to Hawthorne Blvd. and listen to the community. That means my family can stay in our home and my kids can grow up with people who love and adore them - and this has allowed me very uniquely to get to know truly every single person on our street - and the majority of people in our neighborhood. In a world where we're so isolated, that's incredibly unique. Sometimes my kids and I go on walks outside of our area just because I don't have the capacity to stop and talk to everybody 15 minute walks with the dog turn into 2 hour walks - which is lovely, but a lot sometimes. But I am so grateful for that "problem." Sorry it's late and I'm rambling and emotional after a day of tears from community members. They cry when a I tell them about the motion - I cry - we all cry - and it's all tears of joy. So, thank you for listening to the community. We honestly didnt have faith that we were being listened to - so there is so much joy and surprise right now that if you drove through our neighborhood lately, you would drive home smiling. If anybody wants to join me on Tuesday or Wednesday, you are welcome to join. There is so much negativity lately that it's been such a breathtaking few days.

If you have any questions, I am happy to answer them. I am also happy to connect you directly with residents who have shared these concerns with me.

Thank you for understanding what is happening on the ground right now.

Sincerely,
Chelsea Schreiber
5 foot 1 Lawndale mom and, turns out, mighty fighter of justice (who knew! Not I.)

From: [redacted]
To: Los Angeles County; Councilmember Fernando Dutra
Cc: Board Clerk; bfish@bos.lacounty.gov; vgomez@bos.lacounty.gov; Kevin Mitchell
Subject: (EXTERNAL) Kevin Mitchell Comments to EMC 1/15
Date: Monday, January 19, 2026 11:55:27 AM
Attachments: RouteToPerdition_011326.pdf

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Dear Directors,

Attached please find Kevin Mitchell's handout that went together with his comments at the EMC meeting this past Thursday, Jan 15 as he ran out of hard copies and had a computer crash.

We very much appreciate your attention to our comments and it is always a pleasure to see you.

I cc'd the Board Clerk so that the rest of the Directors who were not present for General Public Comments may also be included.

Thank you and see you this Thursday!

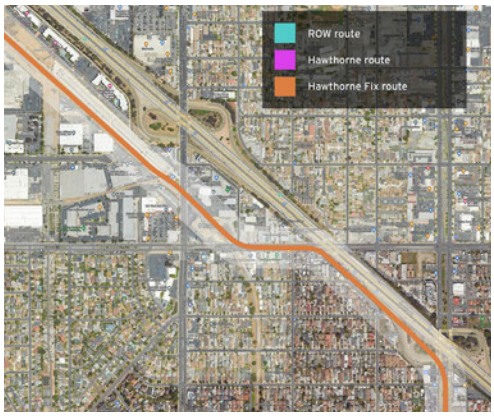
Warm reggards,
Niki Negrete-Mitchell, [redacted]
Kevin Mitchell, [redacted]

Hawthorne route north of Manhattan Beach Blvd. was designed to be destructive to businesses and purposefully add exorbitant and unnecessary costs to the Hawthorne option.

ROW

Hawthorne Option

Hawthorne fix



Metro argues that their ownership of the Harbor Subdivision Corridor Right-Of-Way (ROW) greatly reduces the cost of rail through the South Bay. So why do they not use it where they can?

From the Redondo Marine Station, the ROW runs parallel to the 405 until Manhattan Beach Blvd. where it swings south through Lawndale and Redondo neighborhoods. From the RB Marine station, the Hawthorne Option route dog-legs before Inglewood Ave., recklessly running over a Self-Storage business, a Chevron station, to then runs directly adjacent to freeway on and off ramps, taking out a mechanic's shop, a billboard company, a flooring company, to then squeeze through a sliver of embankment between the 405 and other businesses. All unnecessary.

By simply using the ROW up to Manhattan Beach Blvd., then swinging on to the 6 lane blvd. with a wide median, the elevated train gracefully avoids the carnage that Hawthorne Option proposes. Not only does it spare the local businesses, it avoids conflicts with freeway access and reduces it's footprint with Caltrans. Cost identical to ROW.

Since this proposed design flaw creates so much disturbance to local business and freeway access it would naturally create significant cost implications. That it has not been addressed creates the appearance that it is intentional which brings all of Metro's recommendations for this project in to question. A junior designer can see this mistake. It was brought to the Metro Board's attention two years ago, yet still not addressed in this recent publication, "Hawthorne Option: Key Issues and Responses September 2025."

Since this route deviation has to be purposeful, it begs the question, "What for?" And secondly, "Who directed it?" Since much of the decision making has centered around costs, we're left with the obvious: an intentional design flaw to pad the numbers. The implications of this behavior on a project of this size and importance should have all Board Members re-thinking the efficacy of this recent publication and Metro's leadership overall.

From: Judy Emerson
To: Board Clerk
Subject: (EXTERNAL) K Line to Torrance / Hawthorne Blvd Option
Date: Saturday, January 17, 2026 8:31:22 PM

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To whom it may concern
Please consider the Hawthorne Blvd option. I am a Torrance resident and truly believe this option makes the most sense for the future. Hopefully you consider a small voice in a sea of activists who can organize and drown out others. I am not alone in my concerns that light rail belongs on a transit corridor.
Thank you for your time
Judy Emerson
A Torrance citizen who hears and cares about neighboring cities and their concerns.

From: Guy Franklin
To: Board Clerk
Subject: (EXTERNAL) K Line Southern Extension
Date: Saturday, January 17, 2026 5:07:06 PM

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Dear Metro Board,
I write this email in support of the hybrid alignment on the K Line South Bay extension. Don't let a tiny number of people ruin an amazing project for the rest of us. The cancellation of this project will leave Los Angeles as a car-dependent mess, and the switch to the Hawthrone alignment will be so much more expensive, and that's money we don't have! The people opposing this alignment and project are, quite frankly, incorrect in every conceivable way. I am a young person who would like to be able to be proud of my city and be able to live here for the rest of my life. This project is part of myself and young people across LA to get that chance. Don't let a few old people (who are somewhat responsible for the current exodus of many young people in the first place) ruin it for everyone. Support the future of this city, and please approve the Metro K Line South Bay Hybrid Alignment!
Thank you for reading this,
Guy Franklin

From: Jose Dennis Alabaso
To: Board Clerk
Subject: (EXTERNAL) K Line South Extension to Torrance.
Date: Friday, January 16, 2026 8:40:56 PM

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To the board clerk team members at metro.net . . .

I am willing to agree that I will keep with the two new stopovers for the Metro K Line South Extension to the Redondo Beach Galleria Transit Center and to the Mary K. Giordano Transit Center in Torrance.
Let's hope that the cities of Redondo Beach and Torrance should accept that approval completely until it's potential opening in Early March 2034.

Also, please let me know if either one of the board clerk team members should also accept with the upcoming Metro C Line Eastern Extension to the proposed Imperial/Pioneer Station, the Norwalk Civic Center Station, and the Norwalk Metrolink Station if the city of Norwalk should accept that other approval completely maybe after the year 2034.

Finally, we should all know that when exactly the Metro E Line Extension will take place in order to start construction to Montebello in the year 2035, and to Downtown Whittier in the near future like in the year 2037 upon completion for that approval.

Thank you all so very much for your generosity.

Yours Sincerely,

JOSE DENNIS ALABASO
Email Address: [redacted]

From: Jonathan Balcewicz
To: Board Clerk
Subject: (EXTERNAL) K Line South Bay Extension
Date: Saturday, January 17, 2026 1:27:28 PM

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As a resident of Torrance who works in El Segundo, I have been excited to hear the progress Metro has made over the last several years towards better serving the South Bay region, and delighted to hear the route along an existing Metro-owned freight ROW, which is significantly cheaper, serves another large transit driver in the Redondo Beach Transit Center, and less prone to delaying complications from CalTrans, had been selected.

Which is why I am severely disappointed to hear that a vocal minority of homeowners are attempting to kill this project on completely delusional grounds. This project will not affect ANY of their homes, will help the environment, connect communities, and will, in fact, make the existing freight corridor, which THEY BOUGHT THEIR HOUSES NEXT TO, significantly safer.

If the Metro Board caves to this hogwash and reroutes, or worse, cancels this desperately needed transit link, I and many others who live, work, and vote in the South Bay will be FURIOUS. Please don't let it come to that.

Sincerely,

Jonathan Balcewicz
[redacted]

From: Tyler Dinslage
To: Board Clerk
Subject: (EXTERNAL) K line extension to Torrance
Date: Wednesday, January 21, 2026 4:53:08 PM

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Please select the Metro staff recommended hybrid LPA. It provides the most obvious route with a direct connection to the Redondo Beach transit center and will actually improve the rail corridor while also being the cheapest to construct. This is a key link to one day realize the full potential of this line reaching Long Beach which will be transformative to all of southern Los Angeles.

As a Redondo Beach resident, this project should not spend nearly a billion extra taxpayer dollars to disrupt the community for years, remove businesses and bow to the complaints of the few residents who already live with an active railway. The extra money saved with the hybrid alignment is much better spent on the Sepulveda pass heavy rail project, which is also critical to the system and city as a whole.

Tyler Dinslage

From: Nic Fernandes
To: Board Clerk
Subject: (EXTERNAL) K Line Extension to Torrance.
Date: Sunday, January 18, 2026 6:09:27 PM

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Olá,

As a tax paying resident of Los Angeles county for the past 15 years, I cannot stress enough my support of the HYBRID LPA. In a city that is choking on smog and perpetually stuck in traffic, we DESPERATELY NEED as many public transit options as possible. Also, a city that's drowning in debt, we need the cheaper option. (hence the HYBRID LPA). Think about the long game, this extension is vital for a future connection to the A line in Long Beach thus giving people a cheaper option to reach LAX.

Please for the love of god stop listening to NIMBYS who are a cancer to public infrastructure. They are ruining society for everyone around them for their own (absolutely ridiculous) selfish reasons. More transit benefits ALL of us. Less cars on the roads, less time in traffic and better mental Health / quality of life for everyone.

Thank you,
Nicholas Fernandes

From: Iris
To: Board Clerk
Subject: (EXTERNAL) K Line Extension Public Comment
Date: Wednesday, January 21, 2026 7:46:36 AM

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I'm a Redondo Beach resident who doesn't drive and relies heavily on Metro to leave the Beach Cities and I would just like to speak up against the Hawthorne alternative and the people who are pushing it. I don't know what they say in their statements to you, but behind your back they rail against Metro, accuse your employees of lying in the fEIR, and misrepresent your CBO program as paid astroturfing to manipulate this vote. At the last meeting I attended (South Bay COG transportation committee), they accused Metro of paying us to give public comment. Please don't vote against the EIR and for the Hawthorne alternative to please people who hate your agency and spread conspiracy theories to tar your reputation over your own employees and the people who rely on you as our primary mode of transportation.

Please have some pride in the work your agency has put into this project so far, and please believe in your own employees' recommendation.

- Iris Polak

From: Hasan
To: Board Clerk
Subject: (EXTERNAL) K line expansion
Date: Wednesday, January 21, 2026 8:58:43 AM

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Dear Board,

Would very much appreciate expansion of the K Line to southbay as a southbay resident! I SUPPORT HYPRID LPA for Southbay Extension. We need to increase our connectivity to transit.

Best,
Hasan

From:	Luke Smude
To:	Board Clerk
Cc:	Sywak, Andrew
Subject:	(EXTERNAL) January 22, 2026 Board Agenda Item 1 1.1 : C Line Extension to Torrance Project Final EIR Certification : Redondo Beach"s Support for Director Mitchell, Sandoval and Dupont-Walker"s motion selecting the Hawthorne Alignment
Date:	Tuesday, January 20, 2026 8:27:25 PM
Attachments:	image001.png 2026 0120 FINAL Metro C Line Extension Motion Comments001.pdf

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Honorable Board Clerk,
Please find a letter related to January 22, 2026 Board Agenda item 11.1, Board Report 2025-0818. The attached letter comes from the Redondo Beach Mayor and City Council members voting on the issue, opposing the LPA Hybrid ROW option in favor of the Motion submitted by Mitchell, Sandoval, and Dupont-Walker, in File #: 2026-0037 moving that the Board direct the Chief Executive Officer to:
APPROVE the Hawthorne Option, a 4.5-mile light rail line with two (2) stations that extends from the existing Redondo Beach (Marine) Station at its northern terminus along Hawthorne Boulevard before rejoining the Metro Right of Way south of 190th Street to its southern terminus station at the Torrance Transit Center, as the Project (Project);
Please submit and file the letter for the Meeting Record.
If there are any additional steps required, please let me know.
Thank you.

Luke Smude
Assistant to the City Manager
[redacted]
REDONDO BEACH

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From: Justin Chai
To: Board Clerk
Subject: (EXTERNAL) Jan 22, 2026 Board Meeting Comment FOR C Line Extension & Opposition of SB 79 Exemption
Date: Monday, January 19, 2026 10:10:03 AM

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To the Metro Board-

About Item #11 on Thursday's meeting on Jan 22, 2026, I am writing this email to provide support FOR the C Line Extension to the Torrance Project. This line that will be named as the K Line is an extension project that will support many residents' abilities to access more areas within the South Bay more easily and efficiently, removing many transportation barriers to getting to Redondo and Torrance without an automobile.

I urge the board to move forward with approving the project and helping residents increase accessibility.

Furthermore, concerning item 33 on the agenda, I am in support FOR the SB 677 adoption and urge the board to APPROVE the adoption of the SB in order to provide some clarity on how to move forward with housing development around transit zones. Thank you!

--
Best,
Justin Keith Chai
[redacted]

From: Tyler N
To: Board Clerk
Subject: (EXTERNAL) Jan 22 Metro Board Meeting - Support for South Bay Extension
Date: Saturday, January 17, 2026 9:38:20 AM

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Dear Metro Board,

I am writing to ask that you certify the Draft EIR for the Hybrid LPA for the South Bay Extension to Torrance.

I fully support the project overall and think this alignment is the best option which takes advantage of the existing Metro owned right of way via a grade separated track while also adding improvements to the existing neighborhoods. It is critical that the project is not cancelled or further delayed by looking into more costly alternatives.

Thank you for advancing high-quality transit in the region.

Tyler
[redacted]

From:	Ruby
To:	Board Clerk; Supervisor Holly Mitchell; Jackie Dupont-Walker; James Butts; dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.s@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; FourthDistrict@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.yaroslavsky@lacity.org; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Sbjusticealliance@gmail.com; zo@redondobeach.org
Subject:	(EXTERNAL) Jan 22 Meeting: Items 11 & 11.1
Date:	Tuesday, January 20, 2026 4:04:18 PM

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Dear Metro Board Members,

I am writing in advance of the Board's Thursday, January 22 consideration of Items 11 and 11.1.

If this Board certifies the Hybrid ROW alignment, it places itself, starting today and well into the future, in a position of deep public distrust, heightened regulatory scrutiny, and escalating legal, operational, and financial exposure. These risks are not theoretical. They flow directly from choosing a higher-impact alignment when a demonstrably safer, lower-risk, and publicly supported alternative exists.

At least three municipalities and their residents have formally urged selection of the Hawthorne Boulevard alignment. A fourth now joins that majority, based on clear, documented safety, environmental, operational, and community reasons. All of these positions were developed without the use of privately funded public relations campaigns or paid messaging. They reflect genuine community analysis and public-interest judgment, not manufactured outreach.

Importantly, the Mitchell-Sandoval-Dupont Walker motion recognizes the practical advantages of the Hawthorne Boulevard alignment, including stronger access to existing businesses, retail corridors, and regional destinations, as well as compatibility with planned growth such as the more than 600 housing units proposed within the South Bay Galleria improvement plans. These are concrete land use and mobility benefits that support ridership, economic vitality, and long-term system value.

The human dimension of this decision cannot be minimized. The fear and housing insecurity associated with displacing even a single residential family matters, especially in today's severe housing shortage. For many residents, relocation does not mean simply finding another equivalent home. It often means losing an affordable, stable sanctuary that cannot realistically be replaced in the current market, even with assistance. The resulting long-term health consequences, loss of stability, erosion of community ties, and degradation of overall quality of life carry lasting social and human costs.

At the first re-established C-Line community meeting, following a period in which the project had been effectively dormant, a resident suffered a medical emergency. That moment underscored the real and immediate stress this process has placed on people's health and well-being.

Many individuals continue to live with ongoing fear related to displacement, safety, and long-term stability, while also confronting the significant and unavoidable impacts identified in the environmental reports. Importantly, these impacts are in fact avoidable through selection of a lower-risk alignment. These impacts are not abstract. They are already occurring.

While acquisition of commercial or industrial properties may be mitigated through established business relocation and startup assistance programs, residential displacement is fundamentally different. Homes are not interchangeable assets. Families do not simply relocate a sanctuary, social fabric, affordability, and stability in the same way a business relocates operations. Treating these impacts as comparable understates the human cost.

Beyond displacement and stress, the Hybrid ROW introduces avoidable safety and infrastructure risk. The corridor contains active pipeline infrastructure that requires long-term integrity protection, coordination, and ongoing monitoring. Any relocation, reinforcement, padding, or protective measures still intersect with subsurface conditions that have not yet been fully characterized for long-term soil integrity and cumulative disturbance risk.

The Torrance Refinery has indicated that continuous jet fuel distribution to Los Angeles International Airport cannot be halted. Any disruption, sequencing conflict, or integrity issue therefore carries implications that extend far beyond the immediate corridor, affecting regional transportation reliability and broader economic activity tied to LAX operations. These risks are not confined to a single neighborhood; they scale regionally and nationally.

An elementary school and a high school in Lawndale are located approximately one block from the corridor. These sensitive receptors were not meaningfully addressed in portions of the project's analysis, despite their obvious relevance to safety, exposure, and community protection. Overlooking nearby schools in proximity to expanded rail and freight activity elevates both public concern and regulatory vulnerability.

In addition, the Hybrid ROW materially increases long-term liability, insurance exposure, and

institutional risk. Co-locating commuter rail with hazardous freight operations, pipeline infrastructure, dense residential receptors, and nearby schools increases the probability of injury related to health impacts, property damage, and cascading claims over the life of the system are a mere few mentioned. These risks persist for decades across operations, maintenance, emergency response, and unforeseen incidents.

Emergency access considerations here are not about routine daily service disruptions or minor incidents. Considerations of catastrophic and multi-system scenarios such as derailments, pipeline integrity failures, hazardous material releases, and compounded infrastructure events requiring rapid multi-agency access, evacuation coordination, and sustained incident command under constrained physical conditions.

While operational plans contemplate spatial and temporal separation between freight and commuter activity, real-world emergency conditions inevitably create circumstances where freight movement and commuter operations overlap or converge during incidents, recovery operations, or service restoration. This co-presence cannot be fully eliminated in practice and increases both complexity and consequence severity.

From an institutional perspective, these conditions translate directly into higher long-term insurance premiums, underwriting scrutiny, claims exposure, litigation risk, and reputational vulnerability. These liabilities become embedded in Metro's operating risk profile and compound over time.

Analytical Integrity and Independent Review

Beyond physical risk, the integrity of the underlying technical record itself warrants independent scrutiny. While staff and consultants have invested significant effort over many years, the Board ultimately bears responsibility for whether the analysis supporting certification is accurate, unbiased, and internally consistent.

Residents and independent professionals have identified material discrepancies in portions of the technical work. For example, in one instance, noise monitoring locations were documented as being positioned significantly different from the stated locations, including variances on the order of approximately ninety feet in one case and forty feet in another. These are not isolated issues; there are numerous additional discrepancies that cannot reasonably be cataloged within a single email and warrant independent verification. Measurement accuracy matters because these inputs directly affect modeled impact conclusions..

In addition, retired engineer Dr. Holly Osborne and retired aerospace engineer Ray Holler have raised multiple concerns regarding mathematical assumptions, engineering measurements, and analytical methodology within portions of the project materials. These are not casual critiques; they come from individuals with deep technical training who are accustomed to

precision, validation, and error checking.

When technical inputs contain unresolved discrepancies or unverified assumptions, the resulting conclusions inherit that uncertainty. Without an independent, neutral review lens, the Board risks certifying a record that embeds avoidable analytical weakness.

Regulatory Implication: Certification based on disputed measurements or unresolved technical discrepancies materially increases vulnerability to regulatory challenge, audit scrutiny, post-certification credibility risk, and future exposure related to the reliability of engineering analyses, benefit calculations, forecasting assumptions, and the defensibility of projected performance outcomes.

Major capital agencies succeed when project decisions align with long-term fiscal sustainability, operational reliability, environmental responsibility, and public trust. When those pillars diverge, agencies inherit avoidable downstream risk: regulatory challenges, funding uncertainty, community opposition, and erosion of institutional credibility. These are precisely the risks this Board has consistently stated it seeks to avoid across all capital programs.

The Hawthorne Boulevard alignment offers a clear and responsible path that reduces exposure across all of these dimensions. It improves access to existing commercial centers and planned housing growth, avoids placing new rail infrastructure in immediate proximity to sensitive residential receptors, schools, hazardous freight activity, and pipeline infrastructure, minimizes displacement pressure and long-term community harm, and provides a more stable platform for delivery, funding confidence, operational resilience, and public acceptance. It is the alignment that demonstrably reduces risk while delivering greater public benefit.

This decision ultimately calls for setting aside any agendas, momentum, or external pressures and exercising the duty this Board was entrusted to uphold: protecting public safety, preserving community stability, maintaining fiscal discipline, and safeguarding institutional integrity. The Board's role is to choose the alignment that best serves the public interest, not the path of least resistance.

I respectfully urge the Board to advance the Hawthorne Boulevard alignment and to choose the option that reduces harm, protects residents, strengthens public trust, and positions Metro for durable long-term success.

I also want to acknowledge and thank Board Members Mitchell, Sandoval, Dupont-Walker, and Butts for their leadership, careful consideration, and willingness to engage thoughtfully on the merits and risks associated with the alignment decision.

Summary of Key Risk Considerations for Board Review

- **Residential Displacement & Quality of Life:** Irreplaceable loss of stable homes during a severe housing shortage, long-term health stress impacts, and avoidable degradation of community stability.

- **Sensitive Receptors:** Elementary and high school located approximately one block from the corridor were not meaningfully addressed in portions of the analysis.

- **Pipeline Integrity, Soil Uncertainty & Fuel Continuity:** Active pipeline infrastructure intersects with unresolved subsurface conditions. Torrance Refinery has indicated jet fuel distribution to LAX cannot be halted, scaling risk beyond the immediate corridor.

- **Liability, Health Risk Probability & Insurance Exposure:** Increased probability of injury, health impacts, property damage, long-tail claims, higher insurance premiums, underwriting scrutiny, and embedded institutional risk over decades of operation.

- **Catastrophic Emergency Response Constraints:** Emergency access concerns involve multi-system incident scenarios, not routine service disruptions, requiring complex multi-agency coordination under constrained physical conditions.

- **Unavoidable Freight–Commuter Co-Presence in Emergencies:** Operational separation cannot fully eliminate overlap during incidents, recovery, or service restoration, increasing consequence severity.

- **Analytical Integrity & Independent Review:** Documented discrepancies in measurement accuracy and engineering assumptions identified by qualified professionals raise record defensibility concerns.

- **Governance & Regulatory Exposure:** Elevated vulnerability to regulatory scrutiny, audit review, post-certification challenge, future engineering reliability concerns, benefit modeling defensibility, and institutional credibility risk.

Thank you for your consideration.

Respectfully,

Karen Ruby
Lawndale Stakeholder, Business Owner, Four-Generation Resident
Granddaughter, Daughter, Mother, and Grandmother
Member, South Bay Environmental Justice Alliance

From: Jamie Shepherd
To: Board Clerk
Subject: (EXTERNAL) Jan 22 meeting comment
Date: Sunday, January 18, 2026 10:03:47 PM

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I support the K Line southern extension using the Metro ROW that has already been environmentally cleared. I do not support the Hawthorne Alignment.

JAMIE SHEPHERD
HE / HIM

Sent from Proton Mail for iOS.

From: Sheri B
To: Board Clerk
Subject: (EXTERNAL) item11, oppose ROW hybrid, for 11.1 Hawthorne Blvd alignment
Date: Wednesday, January 21, 2026 12:51:01 PM

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My name is Sheri Benator and I live in Redondo Beach. I oppose the ROW hybrid and support 11.1 the Hawthorne Blvd alignment for several reasons. These include that it has less negative impacts on the neighborhood and that it is likely to help businesses on Hawthorne.

From:	Jose Zenteno
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.s@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; sbjusticealliance@gmail.com
Subject:	(EXTERNAL) Item 11-1 Please Support Hawthorne Blvd for C Line
Date:	Tuesday, January 20, 2026 2:11:49 PM

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Dear Metro Board,

I own a barber shop on Hawthorne Blvd near the proposed Hawthorne Blvd Station for the C Line extensión.

I am very much in support of this and I am excited to ride it and so would my customers. Please vote to Support the Hawthorne Blvd route and help out a small business Like mine.

Thank You,

Domingo
Owner
Mingos Barbershop
[redacted]
Torrance

From: Alexandra Bandea
To: Board Clerk
Subject: (EXTERNAL) Item 11: Support of the C Line Extension to Torrance and Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 11:13:51 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Members of the LA Metro Board,

I was born and raised in the South Bay, and my family still lives there. Many of them are older, not wealthy, and have limited transportation options. I strongly support the C/K Line Extension to Torrance and the staff-recommended Hybrid LPA. This option uses the existing rail corridor with grade separations and mitigations to improve safety and reduce noise, while adding new bus connections and better bike and pedestrian access. It delivers clear community benefits and a realistic path to construction.

The South Bay remains a transit desert, and this extension promised in Measure R and Measure M is long overdue. Reliable rail access would help me, my family and others like them get around more easily while staying connected to jobs, services, and loved ones. The Hybrid LPA is more feasible and cost-effective than the Hawthorne Option and has broad support from the City of Torrance and local organizations. I urge the Board to uphold the staff recommendation.

Alexandra Bandea
[redacted]

[redacted]

From: gaburi chicken
To: Board Clerk; Metro, CLine
Subject: (EXTERNAL) Item 11: Support for C/K Line Extension to Torrance
Date: Tuesday, January 20, 2026 6:23:02 PM

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Dear Metro Board Members,

On behalf of Gaburi Chicken, a local restaurant serving the Torrance community, I am writing to express our strong support for the C/K Line Extension to Torrance and the certification of the Final EIR under Item 11.

While we are unable to attend the Board meeting in person, it is important for us to share our support on the record. Improved transit access is essential for local businesses like ours, as it benefits our employees, customers, and the overall vitality of Downtown and Old Torrance.

We respectfully urge the Metro Board to approve the Final EIR and move this important project forward for the long-term economic and community benefit of the South Bay.

Thank you for your time and consideration.

Sincerely,

Hiroyasu Kato

Owner, Gaburi Chicken

Torrance, CA

iPhoneから送信

From: A
To: Fernando Dutra
Cc: dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.s@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.yaroslavsky@lacity.org; councilmember.padilla@lacity.org; kristen.pawling@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk
Subject: (EXTERNAL) Item 11: PLEASE DO NOT CERTIFY the K Line South! Please use Hawthorne Blvd.
Date: Sunday, January 18, 2026 3:21:36 PM

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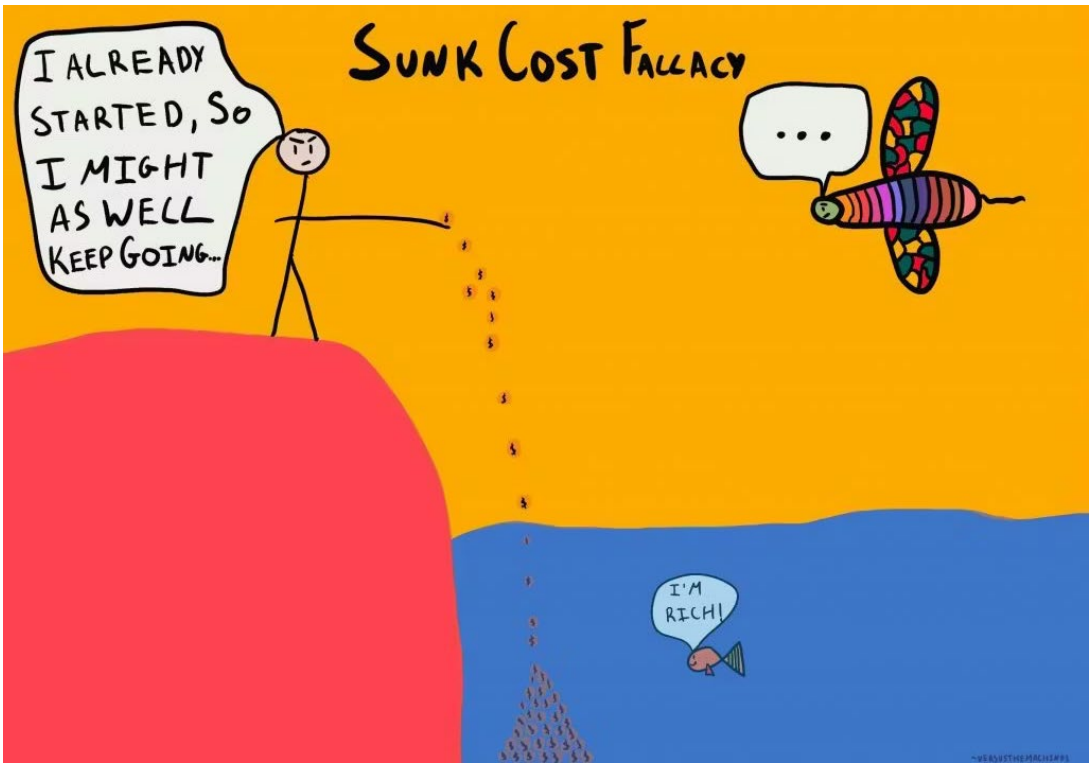
To: Chair Dutra, METRO Board members, and other interested parties,

The Hybrid "LPA" for the C/K Line Extension South to Torrance does NOT represent a thoughtful solution, only a mindset of "***hey we already have this property, so let's spend LOTS of time and money defending how to squeeze a square peg into a round hole!***"



As Metro's Final EIR (FEIR) explicitly details, **multiple** eminent domain acquisitions of private properties along the freight corridor **are required** to accommodate elevated guideway, dangerous underground petroleum lines will need to be realigned, hundreds of old-growth trees must be removed, and the freight tracks must be demolished, moved over and rebuilt- all with a few feet of private homes!

Taxpayer funds from Measure M and R—half-cent sales taxes approved for passenger transit—**should not be used to subsidize "upgrades" to a privately owned freight corridor, which only requires rebuilding because Metro requires relocating it to fit two new light rail tracks along side of it, on the rail right-of-way (ROW)!**

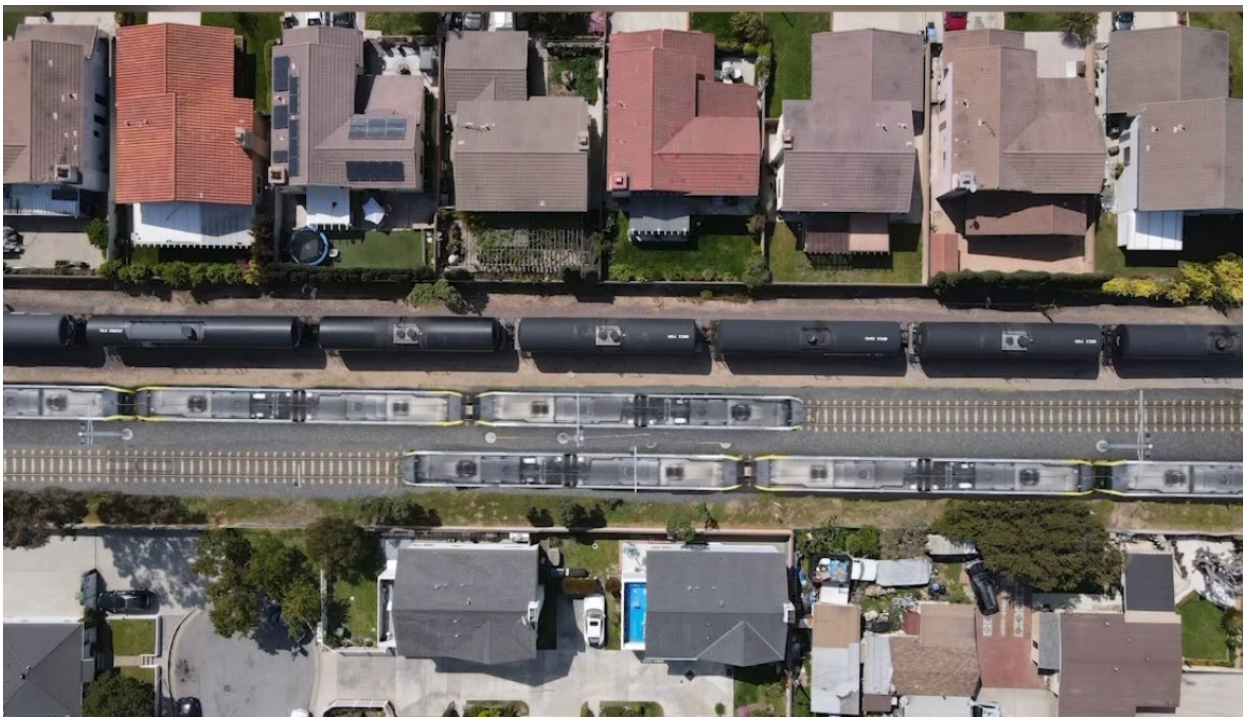
This is NOT what most of the Southbay wants; it's only been accepted because of the false narrative that "the metro extension can't happen AT ALL if it doesn't go down the ROW." We have heard this from day one!

Funny, because that would imply that METRO staff has been gaslighting all of us by pretending to thoroughly and thoughtfully comparing the two routes as viable options. Huh…

ALSO…Please don't do Lawndale any favors! **We don't need any "gifts" that we didn't ask for and don't want!** *You would know this if you had ever bothered to talk to us…* **Rubber-banding cryptic flyers at the very last minute to our fences is NOT engagement!**

Lawndale residents **don't want a cement walking path! We want public transportation where we already use it: ON HAWTHORNE BLVD.** We deserve to keep our hundreds of trees and grass that our tax money has been used for decades to make this the ONLY PUBLICLY ACCESSIBLE green space with big mature trees that is available to everyone at anytime in our city! The other limited green spaces with any trees belong to a few elementary schools that the city agrees to share, and are off limits to the public when school is in session and on most holidays. IE: MOST OF THE TIME!

Also, we don't need METRO to "fix" the noise of the freight trains. We are not complaining about the existing freight operations, which only rumble by a few times a day—AND NEVER IN THE MIDDLE OF THE NIGHT—underscoring that this "**modernization" only serves Metro's needs, not community desires!** On the other hand, having the light rail here could very well mean that BNSF will be inclined to only use the corridor when the light-rail is not in use- **between 1am and 4am!**



Misinformation on timeline, ridership, and benefits must stop. The promised "under-19-minute ride" from Redondo Beach and Torrance to LAX overstates benefits, as the FEIR notes no superior speed over buses, while the Hawthorne Blvd alignment provides similar K Line connectivity and first/last-mile options. Claims of fulfilling Measure R/M ignore that these funds target passenger rail, ***not private freight enhancements Metro must fund due to its own alignment choice!***

Exaggerated economic and funding claims make our engineering friends just cringe!
Projections of "15,000 jobs and 1.5 million new riders" exceed FEIR estimates of 11,500 daily trips, unproven amid ridership drops, and ignore induced demand worsening 405 congestion.

And who even knows the cost and complexity involved with moving seven sensitive petroleum pipes so close to private homes? Specific costs for relocating these pipelines remain undisclosed in public Metro documents, as the Hybrid is only 15% designed, with utility coordination ongoing but not finalized. The FEIR evaluates utility relocation impacts broadly (Chapter 3.11), treating them as "standard mitigable effects" without itemized petroleum pipe expenses, **which could balloon the $2.23 billion (2022)** estimate amid inflation and seismic risks in an earthquake-prone area. Is Metro just going to ignore this issue and have a contractor come in and handle it later, at a ballooning cost ? **We all saw how well this worked out with the LAX People mover…**

The "secured $1.4 billion" invokes sunk-cost fallacy, advancing the Hybrid ROW option despite FEIR-noted property takings and much higher risks, when Hawthorne Blvd avoids the negative impact on **hundreds of Lawndale family homes (in favor of protecting a Torrance Volvo dealership, which will suffer a support pillar in their lot ?!?) Oh, the irony of public transit favoring a car dealership over an entire community in Los Angeles, huh? History repeating.**

Hawthorne Blvd achieves identical transit outcomes as the Torrance politicians and the METRO CBOs keep repeating as a mantra: K Line links to jobs/housing under 25 minutes, LAX access—using surface LRT with bus priority, per FEIR alternatives analysis, while skipping residential impacts and private freight costs.

Also, the METRO CBO's should correct their misleading messaging: **The FEIR confirms no complete bike trail under Hybrid from Lawndale to Redondo Beach** Transit Center, and does not come anywhere closer to Del Amo mall, is at least a 19 minute walk from the bus stops on Hawthorne Blvd, blocking active transport equity. This could be achieved with Hawthorne Blvd!

The Hybrid ROW option inflicts toxic demolition very close to family homes, eminent domain (detailed in FEIR's Real Estate Acquisitions Report), noise from construction/operations, and severed neighborhoods via multiple walls and fencing barriers, destroying hundreds of large trees , all violating justice principles when Hawthorne preserves cohesion, safety and environmental equity and spreads the "pain" of the construction inconvenience across multiple cities. **That's just plain fair!**

"Transit centers" like Redondo Beach's are mere bus bays at this point —**easily relocated surface stops with no rail platforms built**—and offering no fixed rail infrastructure at this point. Diverting existing bus routes off of Hawthorne Blvd, down a side street, behind a cemetery, is widely seen as annoying and ridiculous! Yet, certification of the ROW locks in these harms over resident-preferred, lower-impact paths.

Has Metro even bothered to ask riders how they feel?! THAT IS NOT A RHETORICAL QUESTION; because did you only rely on Torrance officials for guidance?

https://www.instagram.com/reel/DTecrUkkSjZ/?igsh=NTc4MTIwNjQ2YQ==

DON'T DUMP MONEY INTO THIS SUNKEN COST PIT! PIVOT! Do the right thing for ALL OF US in the Southbay!

(_/)
(-.•) Annette Drew Owens
/> aowens@berkeley.edu
"I am deliberate and afraid of nothing."
— Audre Lorde

From: Colin Warn
To: Board Clerk
Cc: South Bay Forward
Subject: (EXTERNAL) Item 11: I Support The Metro Staff Recommended Hybrid LPA
Date: Sunday, January 18, 2026 12:14:10 PM

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Honorable Metro Board,

I'm writing today in SUPPORT of the hybrid LPA, the Metro staff recommended option. As a 29 year old aerospace engineer who wants a transportation option that affordably and environmentally gets me to potential jobs, I want the lowest cost option that has the highest likelihood of being built.

The metro board should look no further than California High Speed rail for an example of cost and schedule overruns when an option that doesn't use already-acquired right of way is selected. The hybrid LPA does not have this problem. My generation is going to have to deal with the economic and environmental consequences of your vote today. Please listen to our voice.

Colin Warn
[redacted]

From: ECCgraphics
To: Fernando Dutra
Subject: (EXTERNAL) Item 11: Don't Destroy the ROW! Build on Hawthorne Blvd.
Date: Tuesday, January 20, 2026 7:26:15 AM

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I'm very upset… because was Metro only ever pretending to consider Hawthorne Blvd?!

In multiple Metro meetings, Metro representatives have claimed they are working hard to repair eroded trust from communities, that they no longer want to blast through and destroy neighborhoods. They say they are listening and this helps us. They say they also are very conscientious about replacing trees or bushes; 2-1. They say they will also assist businesses who might be impacted by construction. etc.

The ownership argument of the ROW no longer carries weight since we now know they do buy up "excessive property acquisitions" and sell them after it's determined they won't be using it. For all these reasons, the ROW is not attractive, and Hawthorne (elevated) is looking even better.

We deserve better, METRO!

From:	April Owens
To:	Board Clerk; dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.s@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.yaroslavsky@lacity.org; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov
Subject:	(EXTERNAL) Item 11: DO NOT CERTIFY
Date:	Tuesday, January 20, 2026 8:42:29 AM

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Dear Metro Board,

I'm a young Lawndale resident imploring you to vote NO on Item 11 at this Thursday's board meeting.

My name is April Owens, and I was born and raised here on Lawndale, just a few houses away from the ROW.

All the best,
April

From:	Owens Annette
To:	Fernando Dutra
Cc:	nilomichelin@gmail.com; senator.richardson@senate.ca.gov
Subject:	(EXTERNAL) Item 11: DO NOT CERTIFY THE HYBRID ROW this Thursday! El Camino College student riders say YES to Hawthorne Blvd instead!
Date:	Tuesday, January 20, 2026 5:09:54 AM

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Hello Chair Dutra, et. al,

Winter session began last week, and since the vague rumblings of this project has been in the zeitgeist for so long, I make it a habit to ask my students about it. El Camino College is close to this project, and has thousands of young Metro riders.

Yet, I've never found that there was ever any student awareness of the C/K line coming to Torrance, especially the controversy over which alignment alternative it might take. That is, until last fall, when the people of Lawndale invited the student newspaper to do a story about their community meeting, which they put together after being frustrated with Metro's lack of timely engagement.

The meeting was held to keep the community informed—with what they could find out from various sources—since Metro was not being forthcoming to Lawndale's city officials or the community!

Unfortunately, the student reporter, wanting to get "both sides" dropped much of the critical content describing the meeting, and her lengthy interviews with impacted residents. Instead, she was pulled in by Briana Egan, head of SouthBayFwd, and given a tour of the new K like with Metro staff, who told her that the hybrid ROW alignment would be good for EL Camino College students.

But this is NOT what students want. **They were never even asked!** The closest Metrorail station will STILL be the Rosecrans station, and the bus routes that students take are on Crenshaw Blvd OR Artesia, with many students living in the impacted neighborhoods of Lawndale, Hawthorne, and Redondo Beach!

The main transit stop is Crenshaw Blvd & Manhattan Beach Blvd and it is directly adjacent to campus and connects by bus to Crenshaw Station on the C Line. The ROW alignment isn't even helpful for the many students in North Torrance!

All of these cities voted for the Hawthorne alternative, and if these students had been asked, they would've said the same!

[redacted]

Business, Design & Technology

From:	April Owens
To:	Board Clerk; dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.s@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.yaroslavsky@lacity.org; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov
Subject:	(EXTERNAL) ITEM 11: Do Not Certify (Ignore Previous)
Date:	Tuesday, January 20, 2026 8:57:58 AM

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Dear Metro Board,

I'm a young Lawndale resident imploring you to vote NO on Item 11 at this Thursday's board meeting.

I'm 23 years old, and I was born and raised here in Lawndale, just a few houses away from the row.

I recently spoke at a community meeting at William Green park in Lawndale, where I gave a short speech about why the metro should not be built right through our community green space. I am copying the speech below

> "My name is April, I'm a recent college graduate and I was born and raised here in Lawndale. I participated in our city's Youth Advisory Committee for years, where we planned events for the youth of Lawndale.
>
> When the pandemic hit, and suddenly school and all my extracurricular activities were canceled or moved online, the ROW became my default third space. For those who don't know, a third space is a place outside of work and the home which provides leisure, community, and relaxation. I'd walk there nearly every day, and it became a ritual of calm reflection and enjoying this natural green space we have here in Lawndale.
>
> So I was saddened to hear that Metro was planning to demolish this space to run the Metro line to Torrance. Now, don't get me wrong: I'm *very* pro-public transportation. I don't own my own car, and I lived abroad for a year, where public transportation was cheap, ubiquitous, and reliable, unlike it has been

historically here in Los Angeles County. I know first-hand how good public transit connects communities, increases equity, and overall makes life better.

It's a good thing, then, that there's a way for Metro to complete their project *without* destroying our community green space: go down Hawthorne.

If Metro chooses to build the K-line down our community green space, not only will Lawndale lose its biggest source of public trees and grass, but we as residents will be exposed to the environmental and safety externalities of this project. These include tree removal, noise, toxic dust, and extreme proximity to family homes. Moreover, Urban tree canopy is crucial for improving air quality, reducing urban heat, managing stormwater, providing shade, and supporting biodiversity. Loss of mature trees can exacerbate heat vulnerability and environmental health disparities, especially in historically underserved communities like portions of Lawndale.

So, Metro, if you're listening, I implore you: Build the K-line down Hawthorne. Let us keep our green space. Let our community maintain our dignity, health, cohesion, and self-determination. If you do otherwise, you're establishing yourselves as perpetrators in a legacy of environmental injustice forced upon already under resourced communities. Let your legacy be a positive one instead. Become an example to public transit companies and organizations throughout the nation by showing that we can connect cities without destroying communities."

I urge you to vote NO on Item 11 and pursue the Hawthorne alternative that serves both transit goals and community preservation.

All the best,
April

From: Jane Doe
To: Board Clerk
Subject: (EXTERNAL) Item 11: DO NOT approve the hybrid ROW!
Date: Sunday, January 18, 2026 10:36:12 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

"As a resident of LA County, BLAH BLAH BLAH." This is from the Metro-staff the sponsored CBO "SouthBay Fwd's tool kit." They are getting paid to rig this K-line project and you, as the Metro board, are unwittingly letting them get way with usurping the public's voice with Metro funds! This is what collusion and deception look like.

Please ignore all of these lazy form letters with canned statements. I am hijacking this silly firm with some real talk:

This group of folks are NOT in the affected area of this project, but are on activist/trajectories and just don't care about anything but winning this project for a feather in their political cap.

They are conflating the facts by saying that ONLY the hybrid ROW option will gain these transportation advantages, and completely ignoring the harm to the local community, or the fact that the cities of Hawthorne, Lawndale, Hermosa Beach, and Redondo Beach ALL want this project on Hawthorne Blvd.

https://www.instagram.com/reel/DThaw1lDUut/?igsh=NTc4MTlwNjQ2YQ==

Members of their groups have been rude, classist and dismissive online, have shouted down Lawndale speakers at SB COG meetings, have zoom-bombed our community meetings, and are just blatantly disrespectful.

This is a once in a generation project that needs to be done RIGHR: it belongs on Hawthorne Blvd!

Jane Doe
[redacted]

[redacted]

From: July Belloitte
To: Board Clerk
Subject: (EXTERNAL) Item 11: DO NOT APPROVE C Line USE HAWTHORNE!
Date: Wednesday, January 21, 2026 10:02:26 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

LA Metro Board Clerk,

Hello!

Don't believe the hyperbole that the ONLY way Metro will ever connect the SouthBay to LAX is if it plows through Lawndale via the hybrid ROW— and it has to be done RIGHT NOW! That is just ludicrous!

I will be continuing to go to the airport from my existing Redondo Beach station on Marine, thank you very much. The busses drop off here already and it's also closer to where I am going (ie: downtown or the airport!) than that oddball RB transit station rail stop would be! Who thought this new RB transit center station was a good idea?

Also… Why do we need TWO Redondo Beach stations anyway? WAS THIS JUST A WAY TO SECURE THAT THE RR path WOULD BE USED? The transit center belongs in a transit corridor!

It's truly obscene how that little community has been discounted and gaslit. I can't believe the vitriol spewed toward them; it's just embarrassing.

July Belloitte
[redacted]
[redacted]

From: Jonah Linder
To: Board Clerk
Subject: (EXTERNAL) Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 11:58:56 AM

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LA Metro Board Clerk,

Dear Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear pathway to construction.

The South Bay is a transit desert and desperately needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Alternative is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

Thank you for your time,
Jonah

Jonah Linder
[redacted]
[redacted]

From: Cathy Mantell
To: Sbjusticealliance@gmail.com
Subject: (EXTERNAL) ITEM 11.1 SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance
Date: Wednesday, January 21, 2026 4:48:58 PM

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My name is Cathy Mantell and I reside along the ROW in Redondo Beach.

I am in support of the motion to put the C/K Line Extension to Torrance on Hawthorne Boulevard, NOT the hybrid ROW.

The Final EIR should not be certified because it does not show the true cost of the project by including the removal and relocation of the 7 gas pipelines underneath the ROW. Further, the ROW is simply not wide enough to accommodate a freight train and two light rail tracks. Significant and unavoidable impacts that will be permanent are also identified.

Community support is behind Hawthorne, NOT the hybrid ROW. Metro polls showing otherwise are skewed and were based on faulty premises.

Metro's own studies show that Hawthorne will have a 35% higher ridership because it will be located in a commercial corridor and exactly where the old Red Car used to run.

This is a generational decision. Please do the right thing and extend the line down Hawthorne Boulevard.

Thank you.

Cathy Mantell
[redacted]

From:	Joyce Pualani Warren
To:	Board Clerk; Metro, CLine
Subject:	(EXTERNAL) ITEM 11, OPPOSE ROW HYBRID, FOR 11.1 HAWTHORNE BLVD ALIGNMENT
Date:	Tuesday, January 20, 2026 8:03:17 PM

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Metro Board and Other Interested Parties,

My name is Joyce Warren, and as a third generation Lawndale resident, I strongly oppose the ROW and support the Hawthorne Blvd elevated option.

At this point, you all understand the physical, financial, and environmental dangers the ROW option poses to the residents of our communities. (The fear of living next to such a volatile mix of trains and hazardous materials, literally keeps many of us up at night.) The Hawthorne Blvd option would provide an economic boost to the area, preserve home values and green spaces, and likely have an increased ridership.

You have the facts. But at this moment, do you have the courage to make the right decision for the people who will be impacted the most? Do you have the compassion to recognize that, for many of us, this project will disrupt homes and communities built and sustained over generations?

For decades, the South Bay has felt like a place where government and governance contained human elements. Where residents could, should, and did reach out to the folks who purported to make decisions on their behalf and in their best interest. Please, listen to the people whose homes and way of life would be severely impacted by this decision. Please, listen to the studies and research that show the Hawthorne Blvd option is viable and preferred.

Many thanks,

Joyce Pualani Warren, PhD

From: Alyssa Collins
To: Board Clerk; Metro, CLine
Subject: (EXTERNAL) Item 11, Oppose Row Hybrid, For 11.1 Hawthorne BLVD Alignment
Date: Wednesday, January 21, 2026 12:09:54 PM

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Hello,

My name is Alyssa Collins, I live in Los Angeles, and I support the Hawthorne Blvd elevated option and **strongly oppose** the ROW option. The Hawthorne option will revitalize Lawndale, boost the economy, preserve green space, and increase ridership, among many other benefits. Hawthorne Blvd is already designed for commuter railway track and previously housed the Pacific Electric Red Cars.

The ROW option is opposed by entire communities, as it poses significant physical, financial, environmental, and emotional risks. It will decimate communities that have existed for generations.

Please support the Hawthorne Blvd elevated option.

Thank you,
Alyssa Collins

From: Stephanie Hu
To: Board Clerk
Subject: (EXTERNAL) Item 11 1/22/26 Board - Approve C Line to Torrance Final EIR + Staff Rec Hybrid LPA
Date: Wednesday, January 21, 2026 3:03:38 PM

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LA Metro Board Clerk,

I am a resident of Torrance and I am writing in strong support of the C/K Line Extension to Torrance and the staff-recommended Hybrid LPA. I primarily drive a car but would 100% move to rail and mix my modes of transportation if it were an option. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear path to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Option is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

Stephanie Hu
[redacted]

[redacted]

From: m.c. guerry
To: Board Clerk
Subject: (EXTERNAL) Item 11 | FOR | Approve Hybrid LPA (1/22/26 Board Meeting)
Date: Tuesday, January 20, 2026 2:02:33 PM

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Honorable Chair Dutra and Directors of the LA Metro Board,

I want the C/K Line Extension to Torrance Hybrid LPA. It is infuriating that Supervisor Mitchell has done this last minute corrupt, backroom deal that ignores staff expertise and public opinion. It is confounding that she is once again listening to the unwarranted complaints of a handful of NIMBYs over the well-being of millions.

I don't understand why she wants to align with the likes of the MAGA right-wing politicians who are the majority of the Hermosa Beach City Council, who ignored that 9 out of the 10 comments at their meeting from actual Hermosa Beach residents were in favor of the Hybrid LPA.

Studies show the most economical and quickest to build is the Hybrid LPA route.

I urge you to support the Hybrid LPA.

-M.C. Guerry, Hermosa Beach

From: Judy Pang
To: Board Clerk
Subject: (EXTERNAL) Item 11 ("C-Line"/K-Line) South Bay Extension
Date: Tuesday, January 20, 2026 9:26:05 PM

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Dear Metro Board,

I am strongly in favor of the K-Line extension (formerly C-Line) into the South Bay community.

We have been left out, in terms of using public transport, esp for those of us in the lower South Bay. The transit centers have simply been too far away to make riding trains or light rain worthwhile. By the time you drive there, you might as well just drive the rest of the way.

This line will greatly benefit So. Bay residents of LA County. I urge you to vote "Yes" on the plan.

Sincerely,

Judy Pang
Palos Verdes Estates

From: Terry Furey
To: Board Clerk
Subject: (EXTERNAL) Item 11 - C/K Line to Torrance
Date: Monday, January 19, 2026 6:50:28 PM

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Honorable Metro Board Members,

I urge you to do the right thing and vote for the C/K Line to Torrance on the Right of Way Hybrid LPA as Metro Staff have recommended.

I am a lifetime resident of Southern California, a 40 year resident of Torrance and an active member of our community. For decades Torrance residents have been waiting for light rail service.

For way too long Torrance has been considered a " donor" community to Metro. The more than $100 million in Metro Tax collected in Torrance every year has paid for light rail throughout the county - but not here.

It is time for true equity in Metro projects. But, please do not listen to the loud voices of a few folks from nearby cities that would rather impact Hawthorne Boulevard with an elevated light rail that has a planned stop next to a failed mall.

I know you agree that it is time to complete this project. Please support the staff recommendation and vote YES on the Hybrid LPA on the Right of Way.

Thank you for your time.

My best,

Terry Furey

From: Paul Moreno
To: Board Clerk
Subject: (EXTERNAL) Item 10 and 11
Date: Wednesday, January 21, 2026 1:36:25 PM

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Dear Board of Directors,

I am writing on behalf of the Ironworkers 433 to express our strong support for items 10 and 11 on the agenda.

Specifically, we urge you to approve the LPA as modified under Alternative 5 item 10 and to approve the extension of the C Line item 11. These projects are vital to our community and the workforce.

Thank you for your time and for considering our position on these important matters.

Best regards,

Paul Moreno
Ironworkers Local 433

--

Paul Moreno
President
Business Agent
District Council Rep
Ironworkers Local 433
[redacted]

From: Faraz Aqil
To: Board Clerk
Subject: (EXTERNAL) Item #11 For & Item #11.1 Against - Jan 22 2026 LA Metro BOD Meeting
Date: Wednesday, January 21, 2026 7:57:06 AM

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Hello LA Metro, my name is Faraz, I use LA Metro everyday to work in the South Bay region, and I strongly support Item #11 for the Metro staff recommendation to use the Hybrid Locally Preferred Alternative. But I am opposed to item #11.1 to use the Hawthorne Blvd alternative.

I heard from Director Mayor James Butts during the Jan 14th Planning Commission that he was very concern about the budget fiscal cliff and that LA Metro needed to find ways to cut back on expensive projects. And yet that same Director wants to pick the Hawthorne Blvd alternative, which is much more expensive than the Hybrid LPA alternative. Hawthorne Blvd also needs more time to construct and get approvals (example: Hawthorne Blvd goes into the 405 FWY property which means LA Metro needs approval from CalTrans). And additional properties are needed on the Hawthorne Blvd alternative (both to purchase & eminent domain) compared to the Hybrid alternative which LA Metro already owns the properties to build at.

It appears that Item #11.1 is there to sabotage the Torrance extension by delaying it (and worse, cancelling the project). South Bay residents and workers deserve rail transit and it should have been built yesterday (not today). So please LA Metro Board, approve Item #11 and please get this project constructed asap so that raising costs doesn't destroy the dream of rail transit from LAX to Torrance to Long Beach.

Thank you for your time in reading this.

Sincerely,
Faraz Aqil

From: Brandon Smith
To: Board Clerk
Subject: (EXTERNAL) In support of ROW extension to Torrance
Date: Saturday, January 17, 2026 10:49:53 AM

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Dear Metro Board,

As a resident of the South Bay, I am writing in strong support of approving the final EIR as written for the ROW alignment on the C/K Extension to Torrance. This project has gone through years of study, comments and feedback to get to this point. The ROW is by far the cheapest available option available, and any other alignment heavily risks a no-build outcome due to budgetary and political reasons, which is simply unacceptable in this case.

The alignment is fully grade-separated on land Metro already owns, and would displace no residents and require no additional acquisition of property. This project is an absolute lynchpin in the future of offering modern rail services to all South Bay residents. This is quite literally a "think of the children" moment—think of the children and grandchildren and beyond which will benefit from this project. My children and grandchildren, and even the children and grandchildren of the opponents of this project, will benefit from it.

Please, *please* vote in favor of the ROW.

Respectfully,
Brandon Smith
Member, South Bay Forward
Gardena resident and future beneficiary of both this project and a Vermont Corridor Southern Extension

From: Orville Oj Downswell
To: Board Clerk
Subject: (EXTERNAL) IMPORTANT! HYBRID OPTION K LINE SOUTH BAY EXTENSION. (READ BEFORE THE 20TH OF JANUARY.)
Date: Saturday, January 17, 2026 10:52:21 AM

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From across the pond (and a massive fan of Nandert).

22nd of January 2026 is date of the critical meeting so, I'm gonna make this short but PLEASE choose the HYBRID option or risk GUTTING the WHOLE PROJECT.

It's the best option for everyone, EVEN for the residents living there.

AND its cheaper than Hawthorne by a margin.

I don't know what else to add but please, don't let this once in a lifetime opportunity slip permanently.

From: Max Oakland
To: Board Clerk
Subject: (EXTERNAL) I"m FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 11:37:22 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a patron of the South Bay, I write in strong support of the C/K Line Extension to Torrance and the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear path to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Option is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

I would hate for the South Bay to be left behind as other metro areas modernize their public transit. The nature of a transit desert would negatively impact the South Bay's economy as more and more people start moving away from car transport due to greater availability of public transit in other areas.

I urge you to ensure this doesn't happen by voting for Item 11

Max Oakland
[redacted]
[redacted]

From: Ryan Fulton
To: Board Clerk
Subject: (EXTERNAL) I support the South Bay Extension hybird LPA
Date: Wednesday, January 21, 2026 12:47:22 PM

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Hi Board Clerk,

I am not able to make it to the meeting tomorrow. I am a resident of Torrance and I support the FEIR Certification and the Hybrid LPA Option for the South Bay Extension.

- Ryan Fulton

From: Brandon Curran
To: Board Clerk
Subject: (EXTERNAL) I support the South Bay Connection to Torrance!
Date: Monday, January 19, 2026 12:41:06 AM

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From: Brandon Curran
To: Board Clerk
Subject: (EXTERNAL) I SUPPORT THE MODIFIED ALT 5 LPA AND STARTING THE FEIR
Date: Monday, January 19, 2026 12:39:16 AM

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Thank you!

From: Graham Messadieh
To: Board Clerk
Subject: (EXTERNAL) I support the Hybrid LPA for the South Bay Extension
Date: Saturday, January 17, 2026 11:21:06 AM

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Hi! I'm an LA resident and Metro commuter writing to voice my strong support of the Hybrid LPA for the South Bay Extension since I cannot attend the Metro meeting on Thursday.

Thank you,
Graham Messadieh

From: C Ann
To: Board Clerk
Cc: Cindy Annulli
Subject: (EXTERNAL) I support the C Line Extension to Torrance and Hybrid LPA
Date: Monday, January 19, 2026 8:42:42 PM

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Hello,

I am a 30+ resident and homeowner in Torrance. I work in Torrance as well.

We have been wishing for years for the metro train to connect Torrance to the airport, DTLA, West LA, etc so we don't have to drive, be in traffic and try to find parking when we go to different events, day trips and other fun stuff we like to do all round LA and surrounding cities.

As we get older it will be even more important to have metro train transit as we are able to drive less but still want to enjoy all the fun things to do around Los Angeles.

I support the C Line Extension to Torrance and the Hybrid LPA.

Please certify and approve the Final EIR and advance item 11 for staff recommendation.

It has already been too long.

And I hope to see the day Torrance line connects into downtown Long Beach.

Thank you,

Cindy Annulli

[redacted]

From: Benjamin Hillman
To: Board Clerk
Subject: (EXTERNAL) I support FEIR Cert and Hybrid LPA
Date: Saturday, January 17, 2026 9:33:15 AM

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Please do the right thing. The south bay deserves good transit:

I support FEIR Cert and Hybrid LPA

From:	Kevin R. Dedicatoria
To:	Board Clerk
Subject:	(EXTERNAL) I support Agenda Item 10 with changes. I support item 11. I oppose item 11.1.
Date:	Wednesday, January 21, 2026 7:43:14 AM

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Dear Metro Chair Dutra and Esteemed Members of the Board,

I support Agenda Item 11 and oppose Agenda Item 11.1. Metro owns the Right of Way (ROW) on the Locally Preferred Alternative (LPA) under the Agenda Item 11. The Hawthorne option under Agenda Item 11.1 leads to delays and at least an extra $700 million for the same ridership. I urge the L.A. Metro Board to support the staff recommendation, Agenda Item 11 and oppose Agenda Item 11.1.

I support Agenda Item 10 with changes to Modified Alternative 5 as the Locally Preferred Alternative (LPA). I advocate for a stop on Sherman Way as planned on Alternative 5 and an expansion of the Initial Operating Segment (IOS) to the Expo/Sepulveda E Line stop.

Sincerely,
Kevin Dedicatoria
Culver City
Transit advocate

From: Adam Remba
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 1:10:57 PM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Adam R
Culver City, 90232

From: Brandon Ryan Crawford
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 11:11:59 PM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,

Brandon Crawford (he/him)
Los Angeles, CA
[redacted]

From: AJ
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 5:40:04 PM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,

AJ cho

Sent via Wildhero - email that plants trees.

From: Dani Pravder
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 5:40:39 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Danny Pravder
[redacted]

From: Gabbie Metheny
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 5:42:41 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,

Gabbie Metheny

From: Michael Etzel
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 5:54:55 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Michael Etzel
[redacted]

From: Jeff Cannon
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 5:58:36 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Jeff Cannon
[redacted]

From: Dustin Shahan
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 5:58:59 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Dustin Shahan

From: Sam Shapiro-Kline
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 6:01:56 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Samuel Shapiro-Kline

From: Colin Warn
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 6:07:08 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

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I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Colin Warn

From: Isaac Poplin
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 6:19:54 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Isaac Poplin
[redacted]

From: Antonio Garza
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 6:25:55 PM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Antonio Garza
[redacted]

From:	Drew Finke
To:	Board Clerk
Subject:	(EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date:	Tuesday, January 20, 2026 6:29:38 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Drew Finke
[redacted]

From: Yonatan Ahituv
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 6:29:44 PM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Yonatan Ahituv

From:	Jordan Trimble
To:	Board Clerk
Subject:	(EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date:	Tuesday, January 20, 2026 6:32:19 PM

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Dear Metro Board:

As a lifetime resident of the LA metro area and someone who's wasted hours in traffic we NEED more mass transit.

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Jordan Trimble
[redacted]

From:	Violet Carne
To:	Board Clerk
Subject:	(EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date:	Tuesday, January 20, 2026 6:33:52 PM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Violet Carne
[redacted]

From:	Michael Alvarado
To:	Board Clerk
Subject:	(EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date:	Tuesday, January 20, 2026 6:48:19 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Michael Alvarado
[redacted]

From: Wesley Rowe
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 12:20:16 PM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Wesley Rowe
[redacted]

From: Karim Sahli
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 6:52:49 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last-minute attempt (Item 11.1) to derail the C Line extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Karim Sahli

From: Tisha Tuong
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 9:35:27 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Tisha

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 6:54:00 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Brett Wilkins
[redacted]

Sent from my iPhone

From: Tim Connolly
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 5:34:18 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I heartily support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you
Tim Connolly

From: David Martinez
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 6:58:22 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
David Martinez

From: Taylor Fife
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 10:04:48 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Taylor Fife
[redacted]

From:	davidt964@g.ucla.edu
To:	Board Clerk
Subject:	(EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date:	Tuesday, January 20, 2026 7:07:57 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

1) I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

2) I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

3) I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system. SB-79 also goes hand-in-hand with Metro's pledge of building 10,000 homes near its transit stops. It simply makes no sense for Metro to ask for an exemption from this transformative housing bill, and doing so further reinforces the desires of LA's political ruling class: to strengthen the status quo and protect wealthy homeowners at the expense of the literal livelihoods and homes of lower-income residents.

Thank you,
David Tran
[redacted]

From: Spam Account
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 1:37:28 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW (Right of Way), and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,

Darius
[redacted]

Darius Dastur

From: Byron Scott
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 7:08:22 PM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Byron Scott
[redacted]

From:	Reed Hazen
To:	Board Clerk
Subject:	(EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date:	Wednesday, January 21, 2026 11:20:40 AM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Reed Hazen
[redacted]

From: Mark Li
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 7:12:32 PM

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Dear Metro Board:

My name is Mark Li, a Torrance resident of over 25 years.

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Mark Li
[redacted]

From: Paul Judah
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33
Date: Wednesday, January 21, 2026 10:53:27 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership. Support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
David Paul Judah
[redacted]

From: Cretella, Josh
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 7:24:23 PM
Attachments: Outlook-1arp4kur.png

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
JOSH CRETELLA
[redacted]

Josh Cretella (he / him / his)
[redacted]
FRONTIER

This communication is confidential. Frontier only sends and receives email on the basis of the terms set out at http://www.frontier.com/email_disclaimer.

From: Ben Steele
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 7:29:17 PM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Ben Steele
[redacted]

From: Nathan Schilling
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 9:48:07 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBYs, the majority of whom have not read the report. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 11. The LPA is a good compromise between local interests and transit rider interests. It gets us what we need in a not unreasonable amount of time and for significantly lower cost.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor. The automated heavy rail technology in this proposal has the potential to cause a modal shift in the region, getting a significant number of people out of their cars and greatly reducing traffic on the 405. We need this project to tie the region together.

I oppose Item 33. I campaigned in support of SB-79. I find it appalling that the metro board has decided to act with cowardice on this issue. Metro claims to be already building housing - plans are for 10,000 units. This is comically low. We need at least 100,000 or 1,000,000 units in Metro's jurisdiction to address the crushing housing affordability crisis we face in LA county. SB-79 empowers state and county officials to make those sweeping, necessary changes. Metro staff are concerned that SB-79 interferes with, or in some cases destroys, local partnerships that Metro builds to get transit projects done. This is a valid concern, but I think Metro board members fail to grasp that new partnerships can be forged; such as with community groups who support transit AND housing.

Instead of looking to the future, board members seem fixated on the past in this case; past community groups and past supporters. In dark times such as these, given the reckless actions of the current presidential administration, courage can be hard to find. But courage is like a muscle; the more you use it, the stronger it gets. This is one such time to exercise courage, courage for a brighter future where LA county does not face a housing affordability crisis, where Metro has increased political will for projects from other community groups like Streets for All, and where we can realize the promise of a brighter future for all Angelinos.

For these reasons, I hope the board decides to reject Item 33 - for a potential brighter future for

all Angelinos.

Thank you,
Nathan Schilling
[redacted]

From: Matthew Litwiller
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 10:09:41 AM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Matthew Litwiller
[redacted]

From: Ben Mayne
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 7:32:05 PM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. Any concerns about future opposition to transit based on SB 79 is overblown because the law limits projects to those already on the books. NIMBYs will oppose housing and transit using whatever issue is most salient at the moment, so we shouldn't cave to them. I live in a single family home within half of a mile of an expo line station and I support the upzoning of my neighborhood!

Thank you,
Ben Mayne
[redacted]

From: Marjorie Hunt
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 2:45:29 PM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system. More housing near transit is so essential to our city in order to face the climate crisis and remain livable.

Thank you,
Marjorie Hunt
[redacted]

From: Timothy Shen
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 7:41:50 PM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Timothy Shen

From: Nick Cron-DeVico
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 7:48:11 PM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Nick Cron-DeVico

From: Luis Garcia
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 4:14:39 PM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Luis R Garcia Chavez
[redacted]

Best,

From:	Brandon Curran
To:	Board Clerk
Subject:	(EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date:	Tuesday, January 20, 2026 8:23:43 PM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Brandon Curran

From: Lois Keller
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 4:56:17 AM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Lois Keller
[redacted]

www.loiskeller.com

From: Krista Shennum
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 3:07:18 PM

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Dear Metro Board:

I strongly support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance. Please support staff's recommendation, and vote no on 11.1.

I oppose Item 33. SB-79 is law in California. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Krista Shennum
[redacted]

From:	Cesar Garcia Gonzalez
To:	Board Clerk
Subject:	(EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date:	Tuesday, January 20, 2026 8:51:34 PM

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Dear Metro Board Members,

My name is Cesar Garcia, and I serve on the United Neighborhoods Neighborhood Council. I live near the Expo/Crenshaw hub—an area with incredible transit access but a frustrating lack of housing investment and pedestrian safety. It is a shame to see such high-quality transit surrounded by so little density.

Because I want to see our transit system succeed, I am urging the Board to take the following actions:

1. Support Item 11 and Reject Item 11.1: Do not allow the C Line Extension to be derailed. Spending $700M more for a "worse" route is fiscally irresponsible and ignores the needs of future riders.

2. Support Item 10: I urge you to follow staff's recommendation for Modified Alternative 5 for the Sepulveda Transit Corridor.

3. Oppose Item 33: Requesting an exemption from SB-79 makes Metro look out of step with state housing goals. As a resident of the 90018 zip code, I know that more housing around our stops is the only way to ensure the long-term viability and safety of the system.

Transit works best when people actually have a place to live near it. Please prioritize ridership and housing over delays and exemptions.

Thank you,

Cesar Garcia

Member of United Neighborhoods Neighborhood Council

From: Olivia Salaben
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 9:00:38 PM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Olivia Salaben
[redacted]

From: Kiersten Stanley
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 11:01:48 AM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor. This is a great project and if there are opportunities to speed this up (and the K-line Northern Extension) we should absolutely pursue them. I also look forward to seeing more automatic trains with world-class runtimes added throughout the Metro system.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system. Los Angeles is facing a historic, self-inflicted housing crisis that is particularly affecting young families and homeowners like me. Opposing SB-79 is irresponsible, backwards, and embarrassing. We need more dense housing around transit, and Metro of all organizations should support that goal.

Thank you,
Kiersten Stanley
[redacted]

From: John Farren
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 9:15:23 PM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,

John Farren
[redacted]

From: Kandy Valdez
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 9:19:42 AM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Kandy Valdez
[redacted]

From: Ava Marinelli
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 9:37:33 PM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Ava Marinelli
[redacted]

From: Josh Graybill
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 11:53:51 AM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,

Josh Graybill
[redacted]

From: John Trang
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 4:10:11 PM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. If Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system. Furthermore, if Metro tried to get an exemption, it would undoubtedly lead to litigation, which the taxpayers will pay for.

We need a Metro Board that makes hard decisions that serves LA County as a whole and and not wilt to the whims of a small albeit loud cohort of NIMBYs.

Thank you,
John Trang
[redacted]

From: Yusef Abouremeleh
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 10:00:35 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Yusef Abouremeleh

From:	Graham Messadieh
To:	Board Clerk
Subject:	(EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date:	Wednesday, January 21, 2026 10:57:49 AM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Graham Messadieh

From: Elijah Lopez
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 10:02:34 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Elijah Lopez
[redacted]

From: Danny D
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 8:48:28 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor. In addition, I believe having a stop for Sherman away and/or Victory Blvd would be extremely beneficial as those are major corridors for transit users.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Danny Duarte
[redacted]

From: ELLA COFFEY
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 10:26:58 PM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Ella Coffey
[redacted]

From: Caleb Schimke
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 11:24:14 AM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Caleb Schimke
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 10:27:33 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board,

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Doug Nogueira
[redacted]

From: Britney Baker
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 9:23:51 AM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,

Britney B.
[redacted]

From: Velling, Seneca J.
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 10:29:26 PM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,

Seneca Velling
[redacted]

Seneca J. Velling
[redacted]

From: Brenda Nuyen
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 7:11:47 AM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Brenda Nuyen

From:	Jada Jones
To:	Board Clerk
Subject:	(EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date:	Tuesday, January 20, 2026 10:31:23 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Jada Jones

From:	branko burcksen
To:	Board Clerk
Subject:	(EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date:	Wednesday, January 21, 2026 12:52:25 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

I live right by the Expo/Sepulveda Station, so SB-79 would have a huge impact on where I live and I FULLY support the changes it will bring. My life has changed and benefited immensely from living near a Metro station. I want as many people as possible to benefit from all the good living near a Metro station can bring them.

SB-79 makes that possible.

Thank you,
Branko Burcksen
[redacted]

From: Ben Higgins
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 10:33:00 PM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Ben Higgins
[redacted]

From:	Brett Hollenbeck
To:	Board Clerk
Subject:	(EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date:	Tuesday, January 20, 2026 10:43:50 PM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Brett Hollenbeck
[redacted]

From:	Benjamin Jones
To:	Board Clerk
Subject:	(EXTERNAL) I oppose item 11.1, support item 11, support item 10, oppose item 33
Date:	Wednesday, January 21, 2026 1:26:34 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

I support Item 10 - please support Metro staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor. As a physician working at UCLA Health in Westwood, this project would have a direct positive impact on my ability to use Metro rail transit to get to work, would provide additional high-speed, high-reliability options to all of UCLA Health's staff, and **most importantly would make our offices and hospital more accessible to patients from downtown (via the D line extension), to the west side, to the valley.**

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Benjamin Jones, MD
Physician | UCLA Health
Residence: [redacted]

From:	Auguste Miller
To:	Board Clerk
Subject:	(EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date:	Tuesday, January 20, 2026 10:58:09 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Auguste Miller
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 10:07:09 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor. Alternative 5 will be extremely important for commuters getting from the valley to the westside and those working at UCLA, one of the largest employers in LA county.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system. Metro has a lot to gain from SB-79, both on current existing transit lines and future lines. Letting the fear of dense housing near transit stations dictate decisions is a losing strategy, please follow SB-79.

Thank you,
Brandon Taraku
[redacted]

From: JM Ford
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11 bc, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 11:50:57 AM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Jillian Ford
[redacted]

From: Cody Newberry
To: Board Clerk
Subject: (EXTERNAL) HYBRID LPA
Date: Saturday, January 17, 2026 10:55:22 AM

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I would like to send you an email as a Long Beach resident in support of HYBRID LPA and FEIR certification. Our metropolitan area is light years behind the mobility for citizens compared to other national and global metropolitan areas. Delaying this connection from Long Beach to LAX will only hurt the growth of the region. We have many low income workers that could have a much better life if committing didn't require thousands of dollars a year and many hours of high attention traffic. Please do not let some people inhibit the enrichment of the lives of many. Owning a home does not mean you are a more important member of the community. We all live here.

From: Alexander Queiroz
To: Board Clerk
Subject: (EXTERNAL) Hybrid alignment
Date: Sunday, January 18, 2026 3:49:07 AM

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Hello,
I am writing in support for the hybrid alignment for the South Bay extension. This right of way is already owned by the agency, is best for ridership, and hits an existing transit center. It also is already an existing right of way, so the NIMBY complaints of not wanting to be near an active railway ring hollow, as it is already an active railway. The Hawthorne alignment is much worse for ridership, slower, more expensive, and will delay or cancel the project.
If we want Los Angeles transit to be successful, cannot allow decisions to be made by a loud minority of NIMBYs dedicated to preventing improvement of the city. The hybrid alignment was chosen after extensive study and is by far the best alignment for the South Bay extension.
Please vote for the hybrid alignment

Thank you,
Alexander

From:	Greg Johnson
To:	Board Clerk; HollyJMitchell@bos.lacounty.gov
Cc:	Megan Laffey
Subject:	(EXTERNAL) Hawthorne Residents "Support for C Line Extension via Freight ROW, SB-79, and Mod Alt 5 on the Sepulveda Corridor
Date:	Tuesday, January 20, 2026 8:33:49 PM

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Dear Metro Board Members & Holly Mitchell (our representative),

We are writing to express our support for several critical policy and project decisions that will shape the long-term effectiveness, equity, and sustainability of Los Angeles County's transit system. Specifically, we wish to:

1. support extending the C Line along the existing freight railroad right-of-way,
2. express opposition to Metro's current stance opposing SB-79, and
3. strongly support the use of heavy rail for the proposed Sepulveda Transit Corridor.

Item 11 - Support for the C Line Extension via the Freight Right-of-Way

Extending the C Line by utilizing the existing freight railroad right-of-way represents a pragmatic, cost-effective, and community-sensitive approach to expanding high-capacity transit. Reusing an established corridor minimizes displacement, reduces environmental impacts, shortens delivery timelines, and lowers right-of-way acquisition costs. It also makes use of infrastructure that has long been designated for transportation purposes, aligning with best practices in urban rail planning.

While some opposition has been raised by a relatively small number of nearby residents, it is important to recognize that this corridor has been actively used for freight rail operations for decades. Individuals who chose to purchase or rent property adjacent to this right-of-way did so with the knowledge that it was an existing transportation corridor with ongoing rail activity. Adapting such corridors for passenger rail, often with quieter, cleaner, and more predictable operations than freight, represents an incremental and reasonable evolution of land use rather than a fundamentally new intrusion that will displace dozens of businesses and homes.

Allowing a minority opposition to derail or significantly delay projects that rely on long-established transportation corridors risks setting a precedent that undermines the region's ability to deliver critical infrastructure. The broader public benefits of improved mobility, reduced congestion, far more cost savings, enhanced regional connectivity, and lower greenhouse gas emissions should remain the guiding criteria for decision-making, particularly when impacts are mitigated and displacement is avoided.

Opposition to Metro's Opposition of SB-79

We are concerned by Metro's opposition to SB-79, which would promote transit-oriented development near high-quality transit corridors. Aligning land use with transportation investments is essential to achieving Metro's stated goals of increasing ridership, reducing vehicle miles traveled, and meeting climate targets. SB-79 would help ensure that public investments in transit are supported by housing and job density, improving system efficiency and rider convenience while addressing the region's severe housing shortage. Rather than viewing this legislation as a constraint, Metro should see it as a complementary tool that strengthens the long-term return on transit investments and supports more livable, walkable communities.

Item 10 - Support for Modified Alt 5 Heavy Rail on the Sepulveda Transit Corridor

Finally, we strongly support the use of heavy rail for the Sepulveda Transit Corridor, and specifically the Modified Alt 5 alignment. This corridor represents one of the most congested travel paths in the nation and demands a solution that offers true grade separation, high speed, and high passenger capacity. While alternatives (or heaven forbid a no-build) may appear less expensive in the short term, they risk becoming inadequate almost immediately upon opening. Heavy rail provides the reliability, scalability, and long-term value necessary to justify the scale of public investment and to meaningfully compete with automobile travel. Given the corridor's strategic importance, this is a case where building the right solution matters more than building the cheapest one.

Closing

Los Angeles has a rare opportunity to make transformative, forward-looking transit decisions that will shape mobility patterns for generations. We urge the Board to prioritize long-term performance, integration, and public value by supporting the C Line extension via the freight right-of-way, reconsidering its opposition to SB-79, and committing to the modified alt 5 heavy rail for the Sepulveda Transit Corridor.

Thank you for your time, leadership, and continued service to the residents of Los Angeles County.

Respectfully,

Greg & Dr. Megan Johnson
[redacted]

From: [redacted]
To: Metro, CLine; Board Clerk
Subject: (EXTERNAL) Hawthorne Extension
Date: Tuesday, January 20, 2026 8:47:41 PM

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My name is Ty Tala, I live in Carson and I supported the Hawthorne Blvd elevated option and strongly oppose the ROW option. The Hawthorne option will revitalize Lawndale, boost the economy, preserve green space, and increase ridership, among many other benefits. Hawthorne Blvd is already designed for commuter railway track and previously housed the Pacific Electric Red Cars.

The ROW option is opposed by entire communities, as it poses significant physical, financial, environmental, and emotional risks. It will decimate communities that have existed for generations.

Please support the Hawthorne Blvd elevated option.

Thank you,
Ty Tala

Sent from my iPhone

From: Troy Reed
To: Board Clerk; Metro, CLine
Subject: (EXTERNAL) Green Line Extension
Date: Tuesday, January 20, 2026 5:28:28 PM

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I am writing this email to support the Hybrid LPA option for the proposed Green Line extension. This project is badly needed and appears to the most cost effective and realistic option. If you are serious about getting people out of their cars, you need to give them more options. More options like this and tell the NIMBYS to pound sand. We need this extension. We need the Westside - Valley rail. We need the Gondola. The Los Angeles region needs projects like this. Not only for the transit options but also for the economic benefits it will bring to the area. Namely in the form of jobs.

My name is Troy Reed and I support the Hybrid LPA option for the proposed Green Line extension.

From: Soul Of America
To: Board Clerk
Cc: Soul Of America
Subject: (EXTERNAL) Get Started on the C Line Hybrid Option
Date: Saturday, January 17, 2026 9:08:39 AM

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Thomas Dorsey
Torrance Resident for 21 years

From: Julio Robles
To: Board Clerk
Subject: (EXTERNAL) Fwd: South Bay Extension support
Date: Monday, January 19, 2026 9:08:41 PM

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---------- Forwarded message ---------
From: **Julio Robles** <[redacted]>
Date: Sat, Jan 17, 2026, 8:31 PM
Subject: South Bay Extension support
To: <boardclerk@meteo.net>

Hello,

Sending this to support the FEIR certification and the hybrid LPA. As a resident of the Southbay this hybrid alignment to the extension is the prudent thing to do as it will provide additional asset to many in the area who maybe without personal transportation. This lays necessary groundwork to expand an already growing metro in the and give access to disadvantage communities within the route giving them shorter commute options which can be more cost effective.

Regards,
Julio Robles
[redacted]

From:	Bart Reed
To:	Board Clerk
Subject:	(EXTERNAL) Fwd: RailPAC comment on LA Metro 1/22/2026 board meeting agenda items #10 (Sepulveda corridor) and #11 (C line extension)
Date:	Wednesday, January 21, 2026 5:00:16 PM

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Dear Chair Dutra and members of the board:

The Transit Coalition is a Volunteer Transit Advocacy Group started in 2002.

Agenda item #10 (2025-1062, Sepulveda corridor):

The Coalition supports the staff-recommended Locally Preferred Alternative (Modified 5), unanimously approved by the Planning Committee on 1/14/2026. It is the alternative with the highest benefit-to-cost ratio, and will best serve the future transit needs of Los Angeles.

Agenda item #11 (2025-0818, C line extension):

The Coalition supports approval and FEIR certification of the staff-recommended Locally Preferred Alternative (LPA), which travels along the Metro-owned Right-of-Way (ROW). We commend Metro for measures such as walking paths, landscaping, sound walls, freight improvements, and grade separations for safety, noise reduction and enhancing pedestrian and bicycle mobility.

This is a critical project to enhance mobility in the South Bay, and to allow direct rail transit connectivity in the future between Long Beach, the South Bay and LAX areas. The Hawthorne Option is far costlier and more difficult to construct, for negligible enhanced benefit compared to the LPA.

The Transit Coalition
Bart Reed, Executive Director
[redacted]

From: Chelsea Schreiber
Subject: (EXTERNAL) Fwd: Additional context for C Line
Date: Tuesday, January 20, 2026 8:00:55 PM
Attachments: NotoRow flyer Chelsea - 10.PNG

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Dear Members of the Metro Board,

I've been thinkinig about the past 4 years of advocacy, and there are so many layers to what we've been doing. This is one of them that I kind of forgot about... and I think it's relevent.

A while back, our group sent about 300 to 350 letters to homeowners who live along the Expo and Gold Line asking about their experiences. We received a wide range of responses, but many of them echoed the same concerns. This letter is one of those, and it stood out because it mirrors so closely what our own community is worried about right now.

Reading through it again is part of why I'm NOT confident that cleanup and mitigation will be handled in a way that truly protects people. It raises real questions about how these projects play out on the ground once construction actually begins, and that honestly worries us.

I didn't include the writer's name or contact information on the graphic because, while I shared it with Metro board members, I wasn't sure she would want her email circulating publicly. That said, I can absolutely connect you with her directly if that would be helpful.

Our neighborhood group sent out over 300 letters to homes along various Metro routes, including the Expo and Gold Lines. The letter below is just one of the many responses we received.

I can't speak for everyone, but **it has been a difficult experience, living right next to the Metro Rail track**s. Full disclosure, my husband and I purchased our home next to existing freight line rail tracks. In the early days of living in my home, there were usually 2 trains a day, a.m. and p.m. It was loud, but **2 trains a day is hardly a bother**. With the **Metro Rail it's now over 200 trains a day, at all hours.** The tracks don't rumble and vibrate as much as they did with the freight line, but **don't believe them if they tell you they're quiet. They're not.** They rumble loudly and things shake on countertops in the house.

Construction was nasty. Most construction projects are. **But the contractors were particularly sloppy and I ended up signing on with a class action lawsuit, which we won.** I was paid some money for damages to my yard and property. They didn't backfill dirt after they dug out to lay the new tracks and I ended up with a landslide on the back of my yard, which did some **damage to my home's foundation.**

The train running through South Pasadena has caused some unexpected problems, well, unexpected for me. **Traffic backs up terribly on certain streets,** and there are times when I can't back out of my driveway, as the queue of cars waiting for the train to pass blocks my exit.

My property values have gone up, but I don't think it's because I'm right near train tracks. I know there are many people who wouldn't purchase my home simply because of the train tracks. The property value has gone up because it's in South Pasadena and there is a shortage of available properties.

It's not rampant, it's only occasionally, **but crimes have been committed in what was a very safe neighborhood**. People can jump off the train, commit a crime, and jump back on. It has brought some undesirable people to our neighborhood who probably wouldn't have come here before the train line. **There have also been 3 suicides on the tracks near my house, which is really upsetting.**

I'm not a train rider, as I prefer my car, and there are a lot of scary people riding the trains. For some people, I'm sure they like having the train right in the neighborhood.

I've been negative in most of my comments, because most of the results of the train have been negative for me. **It has not improved my life. It's increased crime, noise, and traffic where I live. I can't escape from it,** because the house I own is a few feet from the tracks, and I can't afford to buy another house in South Pasadena. But humans are adaptable. I've learned to tune out some of the **constant ding-ding-ding noise of the crossing gates coming down** and the rumble of the trains. But I was angry about it for a long time. By now, I've realized I have to make peace with it, and in spite of all the difficulties, I know you will, too. But I'm very sorry to hear that you'll have to go through what I did.

***This could have been written by a Lawndale resident, 10 years in the future.**
It *was* written by an actual LA County resident who lives along a Metro line.

From: Paige Kaluderovic
To: Board Clerk
Subject: (EXTERNAL) FW: C-Line letter
Date: Tuesday, January 20, 2026 4:19:14 PM
Attachments: image001.png
C-Line.pdf

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Please see attached.

Paige Kaluderovic
Council Member, District 3
[redacted]

REDONDO BEACH

From: pnp paintnpourrb.com <pnp@paintnpourrb.com>
Sent: Tuesday, January 20, 2026 3:36 PM
To: Paige Kaluderovic <Paige.Kaluderovic@redondo.org>
Subject: C-Line letter

You don't often get email from pnp@paintnpourrb.com. Learn why this is important
CAUTION: Email is from an external source; ***Stop, Look, and Think*** *before opening attachments or links.*

Hi Paige,

Please let me know if this is ok or if you need it in a different format.

Best,
Theresa

www.paintnpourrb.com
[redacted]

NEW ADDRESS:

Inside the South Bay Galleria Mall- (3rd floor across from AMC Theaters)

[redacted]

[redacted]

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From:	Catherine Roberts
To:	Board Clerk
Subject:	(EXTERNAL) from CA Roberts - FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date:	Tuesday, January 20, 2026 7:10:19 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a current resident of Los Angeles and former resident of Hermosa Beach, I write in strong support of the C/K Line Extension to Torrance and the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear pathway to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Alternative is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

Catherine Roberts
[redacted]
[redacted]

From: Bobby Garrity
To: Board Clerk
Subject: (EXTERNAL) FOR LPA of K Line Extension to Torrance
Date: Tuesday, January 20, 2026 8:39:19 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

I am writing to express my support for the Locally Preferred Alternative (LPA) for the K Line Extension to Torrance. I am a daily Metro rider, and as someone who does not own a car, I not only ride Metro, but rely on it. The expansion of Metro Rail is essential for me to have access to all of Los Angeles County, including parts of the South Bay, most of which lacks rail service entirely. Please approve this project, specifically the LPA.

The Locally Preferred Alternative is clearly the better option. Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed at least 4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths without displacement. Hybrid LPA can move forward with state funding while the Hawthorne Option will require further delays with federal funds and NEPA adding uncertainty and timeline. Further delays are not progress. I trust 40+ years of study, analysis, and expertise. Bring rail now!

Bobby Garrity
[redacted]
[redacted]

From: Tom Rodriguez
To: Board Clerk
Subject: (EXTERNAL) For January 22, 2026 LA Metro Board
Date: Tuesday, January 20, 2026 5:59:41 PM

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To the LA County Metro Board,

As a resident of Los Angeles County, frequent commuter of SoCal, and advocate of improving public transit, I urge you all to consider the following:

> **Item 11:** As a Los Angeles County resident who relies on and strongly supports the expansion of public transit, I support Item 11 and strongly oppose the last-minute attempt in Item 11.1 to derail the C Line Extension to Torrance by giving in to NIMBY pressure. Metro already owns the right-of-way, and shifting course now would delay this long-needed project for years, add roughly $700 million in costs, and ultimately reduce ridership. Please follow staff's recommendation and vote **no**on Item 11.1.
>
> **Item 10:** I support Item 10 and urge you to approve staff's recommendation for the Modified Alternative 5 route for the Sepulveda Transit Corridor. This project is essential for improving mobility, reducing congestion, and connecting communities across Los Angeles County.
>
> **Item 33:** I oppose Item 33. SB-79 is the law in California, and asking for an exemption for Los Angeles County sends the wrong message at a time when we should be encouraging smart growth around transit. Embracing SB-79 and allowing more housing near Metro stations would strengthen our transit system by increasing ridership and making these investments work better for the people who depend on them.

I sincerely look forward to seeing you all do what is in the best interest of all residents and workers in LA County. Thank you for your consideration.

Very Respectfully,

Tom Rodriguez
[redacted]

Sent from my iPhone

From: DTLA For All
To: Board Clerk; Metro, CLine
Subject: (EXTERNAL) FOR Item 11: Support Letter for C Line to Torrance (1/22/26 Board)
Date: Wednesday, January 21, 2026 3:29:48 PM
Attachments: DTLA4A_Support_CKLineExtension_Torrance_LPA_FEIR_2026-01-21.pdf

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Dear Chair Dutra and Members of the Los Angeles County Metropolitan Transportation Authority Board of Directors,

On behalf of Downtown Los Angeles for All (DTLA4A), I submit the attached comment letter in support of the C/K Line Extension to Torrance Project and the proposed certification of the Final Environmental Impact Report (FEIR) and approval of the Hybrid Locally Preferred Alternative (LPA).

DTLA4A supports the Project as a critical investment in the regional transit network that advances Metro's goals related to mobility, sustainability, economic development, and system connectivity. The C/K Line Extension will expand high-capacity rail service into the South Bay, improve access to key regional destinations, and provide a viable alternative to automobile travel. The Project will also support job creation, modernize an existing rail corridor, and enhance connections between Redondo Beach, Torrance, LAX, Inglewood, the Westside, and Downtown Los Angeles, which is home to nearly 100,000 Angelenos.

We appreciate Metro staff's work to advance this Project and respectfully support Board action to certify the FEIR and approve the Hybrid Locally Preferred Alternative.

Sincerely,

Leslie Andrew Ridings
Chapter Chair, Downtown Los Angeles for All
A Chapter of Abundant Housing Los Angeles
--

Downtown Los Angeles for All (DTLA4A)
A chapter of Abundant Housing Los Angeles

Join our mailing list and learn more about us.
Urbs misericordiam et fortitudinem docet.

From:	Tyler Laferriere
To:	Board Clerk; Metro, CLine
Cc:	South Bay Forward; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; bfish@bos.lacounty.gov; vgomez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.yaroslavsky@lacity.org; councilmember.padilla@lacity.org; eli@movela.org
Subject:	(EXTERNAL) FOR Item 11: Support Letter for C Line to Torrance (1/22/26 Board)
Date:	Wednesday, January 21, 2026 3:59:44 PM
Attachments:	CLET Support Letter - Los Angeles New Liberals.docx.pdf

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Dear Chair Dutra and LA Metro Board of Directors,

On behalf of the LA New Liberals, we are submitting the attached comment letter in strong support of the C/K Line Extension to Torrance Project and the certification and approval of the Final Environmental Impact Report (EIR) for the Hybrid Locally Preferred Alternative (LPA).

This project represents a once-in-a-generation opportunity to extend light rail further into the South Bay, improving regional connectivity, reducing traffic congestion, and delivering on the promise of Measure M for high-quality, sustainable transit to our communities. The project will generate thousands of local jobs, relieve traffic and housing impacts, modernize the existing rail corridor, and link Redondo Beach and Torrance with direct rides to LAX, Inglewood, the Westside, and Downtown Los Angeles.

Thank you for your leadership and continued partnership in advancing multimodal transportation and sustainability.

Sincerely,
Tyler Laferriere-Holloway
Chapter Lead & Steering Committee Chair
The Center for New Liberalism, LA Chapter
--
Tyler W. Laferriere-Holloway
Vice President of Research and Communications
Monograph Wealth Advisors
[redacted]

From:	Thomas Irwin
To:	Board Clerk; Metro, CLine
Subject:	(EXTERNAL) FOR Item 11: Support Letter for C Line to Torrance (1/22/26 Board)
Date:	Wednesday, January 21, 2026 11:00:41 AM
Attachments:	2026 CLET Support Letter - Eastside Housing for All.docx.pdf

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Dear Chair Dutra and LA Metro Board of Directors,

On behalf of Eastside Housing for All, we are submitting the attached comment letter in strong support of the C/K Line Extension to Torrance Project and the certification and approval of the Final Environmental Impact Report (EIR) for the Hybrid Locally Preferred Alternative (LPA).

This project represents a once-in-a-generation opportunity to extend light rail further into the South Bay, improving regional connectivity, reducing traffic congestion, and delivering on the promise of Measure M for high-quality, sustainable transit to our communities. The project will generate thousands of local jobs, relieve traffic and housing impacts, modernize the existing rail corridor, and link Redondo Beach and Torrance with direct rides to LAX, Inglewood, the Westside, and Downtown Los Angeles.

Thank you for your leadership and continued partnership in advancing multimodal transportation and sustainability.

Sincerely,

Thomas Irwin
Co-Chair
Eastside Housing for All

--

Thomas Irwin
[redacted]

From:	Liam Walsh
To:	Board Clerk; Metro, CLine
Cc:	crkuhns; Ken; Laura Emdee
Subject:	(EXTERNAL) FOR Item 11: SBBC+ Support Letter for C/K Line to Torrance (1/22/26 Board Meeting)
Date:	Tuesday, January 20, 2026 10:15:21 PM
Attachments:	SBBC-Final-550X550-8s-100x100.png SBBCPlus_CKLine_Support_FEIR.pdf

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Dear Chair Dutra and Metro Board of Directors,

Please find the attached letter of support for the C/K Line Extension to Torrance on behalf of the South Bay Bicycle Coalition Plus. We strongly support this effort to better connect the South Bay with rapid transit, which enables more convenient and safe multi-modal opportunities to get around without needing a car.

This project compliments the South Bay Bicycle Master Plan and makes bicycle infrastructure more useful as more first/last mile micro-mobility + rail trips can be realized. Thank you and staff for working towards this crucial project that will vastly improve transportation in the South Bay.

At this stage of review of the Final Environmental Impact Report, we ask you to approve and certify the FEIR for the LPA to ensure the project can move forward.

Sincerely,

Liam Walsh
Officer
SBBC+

From: Sandy Solomon
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Ignore these auto-generated form letters from SouthBayFwd!
Date: Tuesday, January 13, 2026 9:06:19 PM

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LA Metro Board Clerk,

"Honorable Chair Dutra and LA Metro Directors,

As a South Bay resident, I urge you to blah blah blah blah…"

I know you are getting dozens of these boilerplate AI slop messages meant to flood out the voices of real residents whose families have lived here for multiple generations.

These astroturf organizations funded by Metro do not represent the interests, concerns or opinions of the many thousands of real community members in the Southbay!

We want the Metro built where the Redline Car used to run: along HAWTHORNE BLVD! The "Redondo Beach Transit Center" is not much more than a set of poorly-used bus bays at this point; it can easily be moved over Hawthorne Blvd!

Sandy Solomon
[redacted]
[redacted]

From: Jason Barnes
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: DONT SUPPORT C/K Hybrid ROW; use Hawthorne Blvd instead!
Date: Tuesday, January 20, 2026 7:10:47 AM

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LA Metro Board Clerk,

For Chair Dutra and Directors of the LA Metro Board,

These are 10 reasons why I, and my friends at El Camino, support the Hawthorne Blvd route with elevated tracks. Was there a survey I missed?

1) Light rail elevated on Hawthorne Blvd, will help to support and revitalize the businesses on that shopping corridor without sacrificing parking, which would also be beneficial to Redondo Beach and Torrance commerce.

2) Hawthorne Elevated contains a stop at the South Bay Galleria, future South Bay Social district that will not only help support the many shops soon to be built there, but will also serve any offices, hotels, or apartment units on Hawthorne Blvd that are part of the Galleria's upcoming redesign.

3) Hawthorne Elevated will be good for the South Bay, by increasing Metro ridership. There could be a stop in front of the Galleria that will better serve commuters in Lawndale, Redondo Beach, and Torrance, making it a destination for shopping, restaurants, entertainment and other businesses.

3) Hawthorne Elevated will be raise with pillars that run down a wide center median which was designed for and previously contained a commuter railway track, the Pacific Electric Red Cars.

4) Most of us live here, or we have friends and family who will be effected. Hawthorne Elevated will NOT DISRUPT RESIDENTS- no vibration damaging foundations, no noise pollution disrupting lives, no toxic dust, no destruction of trees and wildlife habitat!

5) Hawthorne elevated is safer as 200-300 trains per day would NOT be running past children's play yards, side doors, windows, and EVEN FRONT DOORS! The two light rail tracks would NOT share a corridor with a heavy rail train transporting petroleum products, where the concern about over-spillage from the tankers could be ignited by the metro overhead electric cables!

6) It would NOT run along a path where there are multiple important high pressure gas lines including jet fuel. It would NOT share a line where freight trains have had a history of accidents and derailments. It

7) Hawthorne Elevated would allow for longer biking paths, jogging paths, dog-walking, etc. That length simple can't happen on the ROW including in Lawndale.

8) It's not fair to Lawndale. They are an area considered park-poor, and tree-poor by the LA Parks and Wildlife. Metro simply planting a few young replacement trees and adding a cement path for a few blocks is a slap in the face.

9)The ROW is a community green belt with hundreds of mature trees that are irreplaceable! Hawthorne elevated would NOT kill over 220 older trees. Metro claims they are very conscientious about replacing trees or bushes; 2-1, but planting 440 trees is not feasible! Metro would be taking over the largest green space in Lawndale.

10) Since buses already stop at Artesia and Hawthorne, contrary to misleading talking points, connectivity is seamless by directly boarding buses at the Artesia/Hawthorne bus stop with bus bays on the HAWTHORNE side of the mall, where everything else is.

So, to summarize:
Hawthorne elevated is a FORWARD THINKING SOLUTION that would help Hawthorne Boulevard grow and thrive as a commercial zone. This route would serve more populations that cross this street and therefore increase ridership- Metro's main objective.

For all of these reasons, I am begging you, the Metro Board, to choose the HAWTHORNE BLVD ALTERNATIVE as the only pro-environment, pro-community, pro-safety, and pro-business choice!

Jason Barnes
[redacted]
[redacted]

From: Jared Miller
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: DO NOT USE the Hybrid LPA
Date: Tuesday, January 20, 2026 10:45:56 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

We know that if Lawndale was a richer and more influential city, Metro would have simply tunneled or trenched this line. As a city, we feel disrespected and betrayed.

We feel that Metro only cares about low-balling how much the Lawndale ROW option will cost so that the project proceeds, and has been inconsiderate to the hundreds of families who live along the ROW. And now we're getting eminent domain letters!

Metro is trying to literally RAILROAD (pun intended) this project down to Torrance's fancy new transit center as cheaply and quickly as possible to gain political points. Apparently, Torrance is the only city whose voice matters.

Because it clearly doesn't matter that there have been no previous Metro projects demolishing and replacing a toxic freight track and then installing two adjacent electric trains, all within as little as 10 - 20 feet of HUNDREDS of residential homes in some cases.

On the west side of the ROW is a tiny alley – Condon Avenue – that separates some of our front doors from the ROW. What Metro doesn't appreciate is—with all of the issues this project will soon have— it will not be the financially or politically least expensive alternative—or the fastest!

When Torrance asked its citizen which alignment they wanted, they heard this: https://youtu.be/47pZsY8yVkU?si=-bjLdtvuOj02BxzH Notice that there is NO mention that HUNDREDS of families lived extremely close to the ROW, with some having front doors facing the proposed project, and other homes have children's backyards backed up to the east side of the ROW!

They deserve trees and green space too! https://archive.ph/3IcWU

Jared Miller
[redacted]u

[redacted]

From: Jason Barnes
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: DO NOT certify C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 7:05:24 AM

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LA Metro Board Clerk,

To: Chair Dutra and Directors of the LA Metro Board,

To Chair Dutra and Directors of the LA Metro Board,

Hawthorne elevated is a FORWARD THINKING SOLUTION that would help Hawthorne Boulevard grow and thrive as a commercial zone. This route would serve more populations that cross this street and therefore increase ridership- Metro's main objective.

I am begging you, the Metro Board, to choose the HAWTHORNE BLVD ALTERNATIVE as the only pro-environment, pro-community, pro-safety, and pro-business choice!

Jason Barnes
[redacted]
[redacted]

From: Ivan Salgado
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve K Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Sunday, January 18, 2026 8:05:15 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

It's time to get this project out of consideration, and under construction. I'm a South Bay resident, and I'm writing in strong support of the Hybrid LPA for the K Line extension to Torrance.

Metro consistently prioritizes the Westside and areas closer to Downtown when proposing transit projects, and this project is not being treated like the golden goose it is. If this project were to be greatly delayed, overrun in cost, or cancelled altogether due to lack of support, it's unlikely Metro would ever want to bring us any transit again. And the best way to ensure it does get built, and at a reasonable price, is to immediately select the Hybrid LPA option. It will be the cheaper of the two options on the table, being over $700 million cheaper (which is about 1/3 of the LPA's total cost), and will be completed years quicker due to not having to go through a lengthy process to use Caltrans' right-of-way on Hawthorne. The majority of the cost for the LPA is already funded, a much better starting point than most other transit projects in the region, and the Hawthorne alignment's extra cost would most likely require it to seek federal funding, which means years of NEPA reviews and likely waiting until 2029 when the current, transit-unfriendly administration is out. These immense cost and time savings will have a trivially small impact on ridership numbers, and will actually provide better transit connections, with a station at the Redondo Beach Transit Center instead of the middle of a huge road near the Galleria.

And despite many opponents of the Hybrid LPA claiming otherwise, this alignment will actually improve the already Metro-owned right-of-way, with greatly improved crossings for the freight trains which already run there, not to mention that the Metro tracks will be completely grade separated and won't interfere with any car traffic. The ROW is wide and has no acquisition costs, unlike the Hawthorne alignment's dozen necessary property acquisitions to route tracks awkwardly on the side of the 405. It presents no challenge that hasn't been resolved already: Metro tracks have been routed alongside freight near homes multiple times before, most recently with the A Line extension from Azusa to Pomona, as well as with some of the

previous segment; the jet fuel pipelines have already been taken into account in the environmental review and will be made even safer than they were before; and this is otherwise quite a simple light rail project that won't require very disruptive construction.< /p>

Now let's get to the benefits. Construction will first create thousands of local jobs that will then inject hundreds of millions of dollars into the area's economy. Then, the sheer convenience of the route mirroring the 405's route, combined with park-and-ride facilities at both new stations, will enable thousands of people to forgo a long car commute, reducing traffic congestion across the South Bay and beyond, and preventing thousands of tons of carbon emissions each year. The new route will also give South Bay residents convenient access to jobs they would've never previously considered commuting to, especially when the subsequent northern extension opens later on. Building transit lines and stations is also a driver of development and increased property values, especially with state laws like SB79 that make it easier to build new, walkable, transit-oriented areas. Lastly, by building this extension now, it would be viable to extend the K line even farther south in the distant future, bringing a trove of economic and social benefits even deeper into the South Bay transit desert.

So please, consider the K Line extension to Torrance the valuable project it is, and certify the Hybrid LPA immediately, to give the South Bay a chance at the transit it not just needs, but deserves. Your constituents will thank you in the future more than they realize.

Ivan Salgado
[redacted]
[redacted]

From: Arlyce Guerry
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C/K Line Hybrid LPA (1/22/26)
Date: Tuesday, January 20, 2026 4:22:05 PM

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LA Metro Board Clerk,

Honorable LA Metro Directors,

I am very dismayed to hear about the last-minute deal by Supervisor Mitchell. As a resident of LA County and the South Bay, I urge you to certify the Final EIR for the C/K Line Extension to Torrance with the staff-recommended Hybrid LPA. This is the only sensible choice. The other option would cost over a billion more dollars, delay the project, and probably result in it never even be built. It is appalling how the Supervisor has delayed this line despite overwhelming support for it. Anyone who votes for the Hawthorne option is costing taxpayers money.

Arlyce Guerry
[redacted]
[redacted]

From: Alana Duarte
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR
Date: Saturday, January 17, 2026 10:56:51 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance. As a longtime resident of San Pedro, I have become extremely aware of how long it could take to go from here to LAX. I've seen for myself how much of a headache it could be, having to navigate car traffic coming in and out of LAX. I believe that this extension would greatly improve navigating across LA county -- not just from the South Bay to LAX, but navigating across the ENTIRE county.

Now is the time to champion and advance certification and approval of the C Line to Torrance for countywide and regional mobility.

Alana Duarte
[redacted]
[redacted]

From: Alanna McBirney
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 12:09:24 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear path to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Option is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

Alanna McBirney
[redacted]

[redacted]

From: Benjamin Lyerly
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 11:39:13 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative modernizes a freight corridor Metro already owns, improves safety and noise, and provides an under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed at least 4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths without displacement. Hybrid LPA can move forward with state funding while the Hawthorne Option will require further delays with federal funds and NEPA adding uncertainty and timeline. Further delays are not progress. I trust 40+ years of study, analysis, and expertise. Bring rail now!

Benjamin Lyerly
[redacted]
[redacted]

From: William Howren
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 11:25:31 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes a freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on Measure R and M promises, address community concerns, and bring 15,000 jobs and 1.5 million new riders to the region while remaining fiscally-sound. The project has been studied for decades, refined in the FEIR, with meaningful mitigations for residents. I trust the process and studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations and will be completed 2-4 years sooner to serve more people. The Hybrid LPA can move forward with state funding while the Hawthorne Option will require federal funds and NEPA review adding to uncertainty and timeline. The Board Report and Final EIR prove the C Line to Torrance Hybrid LPA for countywide and regional mobility.

William Howren
[redacted]
[redacted]

From:	Jose Angel Mendez
To:	Board Clerk; Metro, CLine
Subject:	(EXTERNAL) For Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date:	Tuesday, January 20, 2026 11:06:16 AM

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Honorable Chair Dutra and Directors of the LA Metro Board,

As a South Bay resident of over 20 years, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the existing freight corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. Evaluations have taken place for 40 years and evaluation of alternatives have been thorough and comprehensive.

This project would bring a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA. The South Bay is a transit desert and needs an alternative to the I-405. The extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery further, cost nearly $1 billion more, and generate impacts to businesses, residents, commuters, and transit riders. Hybrid LPA/ROW is supported by the City of Torrance, dozens of community, business, and labor organizations in the South Bay On Board Coalition and has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and bring this critical rail project to fruition.

Thank you for advancing high-quality transit to the South Bay,
Jose Mendez, Ph.D.
Harbor City

From: Mitchell Landsberg
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Tuesday, January 13, 2026 6:11:21 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As someone who has worked in the South Bay, often go there and frequently use LAX, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project without delay. The Hybrid Locally Preferred Alternative selected by the Board in 2024 and refined in the FEIR delivers a thoughtful and comprehensive solution. It upgrades the existing freight corridor to be safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. With the new K Line and LAX Metro station, this project provides a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA.

The South Bay urgently needs a transit alternative to the congested I-405 and currently lacks rapid transit. While Metro has expanded rail across the County, the Extension to Torrance—promised in Measure R and Measure M—is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery by 2-4 years, cost nearly $1 billion more, and generate risks to drivers and transit riders. This project is supported by dozens of community, business, and labor organizations, has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and champion this critical project for South Bay and regional mobility.

Thank you for advancing high-quality transit to the South Bay,

Mitchell Landsberg
[redacted]
[redacted]

From: Wesley Reutimann
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Tuesday, January 13, 2026 8:51:37 PM

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LA Metro Board Clerk,

Dear Board Directors,

As an aging resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance, and move another important transit project forward.

The Hybrid Locally Preferred Alternative is a thoughtful and fully grade-separated solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It will improve regional connections to jobs, housing, education, and communities on the K Line.

The Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance for countywide and regional mobility.

Thank you,

Wesley Reutimann
[redacted]
[redacted]

From: Devon Hollowood
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Tuesday, January 13, 2026 10:33:49 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

I live in Redondo Beach, and I am writing in strong support of the K Line Extension to Torrance along the Hybrid LPA. The metro has done an outstanding job addressing local concerns. I would love to be able to take this train to LAX from the Redondo Beach Transit Center (which is just down Ripley Ave from my house), and have guests do the same. No longer would I need to drive through the dreaded LAX loop! Additionally, having easier access to the metro network would give me excellent connectivity to so much of LA. People like me, who currently drive, would have a real alternative, easing the traffic congestion which is such a problem in the area.

I believe that the Hybrid LPA is the best alternative, and that it is the best chance we have to get rail through the beach cities in a reasonable timeframe and for a reasonable cost. I dream of one day taking the K line all the way to Hollywood, and we can start down that path today.

Thank you for your work in improving our transit,

Devon Hollowood
[redacted]

From: James Fujita
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Wednesday, January 14, 2026 12:54:14 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

Please certify the Final EIR for the C/K Line Extension to Torrance.

The South Bay has been waiting a long time for this much-needed rail line. We need more alternatives to driving, traffic, and pollution. And I believe that the C/K Line Extension would represent a huge leap forward.

For years, we have lacked decent public transit alternatives in this area. And so South Bay residents have had little choice but to drive. It can be hard to accurately judge interest in transit when the options are limited.

However, I believe that the ridership on this extension will be much higher than the ridership for the existing El Segundo stub of the former Green Line — especially as the new rail line will go more places and include better connections.

For one thing, just the new LAX station and peoplemover will be huge improvements. In addition, the South Bay will benefit from having a direct, one-seat rail connection to Inglewood, the Crenshaw District, and beyond. When the Northern extension of this rail line reaches Wilshire (and hopefully Fairfax and West Hollywood), the potential ridership will be huge.

This project is supported by dozens of community, business, and labor organizations, has secured over 52 percent of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and champion this critical project for South Bay and regional mobility.

Thank you for advancing high-quality transit to the South Bay,

James Fujita
[redacted]

[redacted]

From: Brett Grassl
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Wednesday, January 14, 2026 1:53:10 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance. The Hybrid Locally Preferred Alternative is a thoughtful and fully grade-separated solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents.

The Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance for countywide and regional mobility.

P.S. I've always hoped that metro trains would eventually get a station in Torrance. I hoped it would have happened years ago, but I am patient and I'm really glad it's finally starting to happen.

Brett Grassl
[redacted]
[redacted]

From: Michael de Villiers
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Wednesday, January 14, 2026 3:47:31 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance. The Hybrid Locally Preferred Alternative is a thoughtful and fully grade-separated solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents.

The Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance for countywide and regional mobility.

Michael de Villiers
[redacted]
[redacted]

From: Drew Finke
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Wednesday, January 14, 2026 7:34:35 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project without delay. The Hybrid Locally Preferred Alternative selected by the Board in 2024 and refined in the FEIR delivers a thoughtful and comprehensive solution. It upgrades the existing freight corridor to be safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. With the new K Line and LAX Metro station, this project provides a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA.

The South Bay urgently needs a transit alternative to the congested I-405 and currently lacks rapid transit. While Metro has expanded rail across the County, the Extension to Torrance—promised in Measure R and Measure M—is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery by 2-4 years, cost nearly $1 billion more, and generate risks to drivers and transit riders. This project is supported by dozens of community, business, and labor organizations, has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and champion this critical project for South Bay and regional mobility.

Thank you for advancing high-quality transit to the South Bay,

Drew Finke
[redacted]
[redacted]

From: Rich Black
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Wednesday, January 14, 2026 8:20:58 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project without delay. The Hybrid Locally Preferred Alternative selected by the Board in 2024 and refined in the FEIR delivers a thoughtful and comprehensive solution. It upgrades the existing freight corridor to be safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. With the new K Line and LAX Metro station, this project provides a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA.

The South Bay urgently needs a transit alternative to the congested I-405 and currently lacks rapid transit. While Metro has expanded rail across the County, the Extension to Torrance—promised in Measure R and Measure M—is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery by 2-4 years, cost nearly $1 billion more, and generate risks to drivers and transit riders. This project is supported by dozens of community, business, and labor organizations, has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and champion this critical project for South Bay and regional mobility.

Thank you for advancing high-quality transit to the South Bay,

Rich Black
[redacted]
[redacted]

From: Kelsey Cheng
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Wednesday, January 14, 2026 9:22:35 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project without delay. I am a Torrance local (born and raised) and would use the metro to travel to greater LA area to visit family, friends, go to museums, concerts, etc.
The Hybrid Locally Preferred Alternative selected by the Board in 2024 and refined in the FEIR delivers a thoughtful and comprehensive solution. It upgrades the existing freight corridor to be safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. With the new K Line and LAX Metro station, this project provides a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA.

The South Bay urgently needs a transit alternative to the congested I-405 and currently lacks rapid transit. While Metro has expanded rail across the County, the Extension to Torrance—promised in Measure R and Measure M—is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery by 2-4 years, cost nearly $1 billion more, and generate risks to drivers and transit riders. This project is supported by dozens of community, business, and labor organizations, has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and champion this critical project for South Bay and regional mobility.

Thank you for advancing high-quality transit to the South Bay,

Kelsey Cheng
[redacted]
[redacted]

From: Crystal Gutierrez
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Wednesday, January 14, 2026 9:29:02 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project without delay. The Hybrid Locally Preferred Alternative selected by the Board in 2024 and refined in the FEIR delivers a thoughtful and comprehensive solution. It upgrades the existing freight corridor to be safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. With the new K Line and LAX Metro station, this project provides a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA.

The South Bay urgently needs a transit alternative to the congested I-405 and currently lacks rapid transit. While Metro has expanded rail across the County, the Extension to Torrance—promised in Measure R and Measure M—is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery by 2-4 years, cost nearly $1 billion more, and generate risks to drivers and transit riders. This project is supported by dozens of community, business, and labor organizations, has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and champion this critical project for South Bay and regional mobility.

Thank you for advancing high-quality transit to the South Bay,

Crystal Gutierrez
[redacted]
[redacted]

From: Colin Kuroishi
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Wednesday, January 14, 2026 9:32:32 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project without delay. The Hybrid Locally Preferred Alternative selected by the Board in 2024 and refined in the FEIR delivers a thoughtful and comprehensive solution. It upgrades the existing freight corridor to be safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. With the new K Line and LAX Metro station, this project provides a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA.

The South Bay urgently needs a transit alternative to the congested I-405 and currently lacks rapid transit. While Metro has expanded rail across the County, the Extension to Torrance—promised in Measure R and Measure M—is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery by 2-4 years, cost nearly $1 billion more, and generate risks to drivers and transit riders. This project is supported by dozens of community, business, and labor organizations, has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and champion this critical project for South Bay and regional mobility.

Thank you for advancing high-quality transit to the South Bay,

Colin Kuroishi
[redacted]
[redacted]

From: Colin Smith
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Wednesday, January 14, 2026 9:33:52 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County and North Redondo Beach, I urge you to certify the Final EIR for the C/K Line Extension to Torrance. The Hybrid Locally Preferred Alternative is a thoughtful and fully grade-separated solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents.

The Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance for countywide and regional mobility.

Colin Smith
[redacted]
[redacted]

From: Michael Valladares
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Wednesday, January 14, 2026 9:52:35 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

I am resident/homeowner in the city of Torrance. My youngest daughter attends El Camino College, and sometimes I pick her up or drop her off if she's running a little late…

A few years ago, when construction started for the Transit station on Crenshaw, we drove by the site and I proudly stated: "Here is where you will be able to ride the train that will take you everywhere in Los Angeles." She got really excited, like a tween does, and we spoke about subways and trains for a while.

A couple of months ago, she texted me if I could pick her up at El Co. On the way back, I pointed at the Transit Station on Crenshaw and reminded her that the train was coming to Torrance. She said: "You told me that YEARS AGO…"

It's time we bring the train to the South Bay.

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance. The Hybrid Locally Preferred Alternative is a thoughtful and fully grade-separated solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents.

The Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and

advance certification and approval of the C Line to Torrance for countywide and regional mobility.

Michael Valladares
[redacted]

[redacted]

From: Juan Cardoza
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Wednesday, January 14, 2026 9:54:04 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

I am a life long resident of Los Angeles county. I relied on the LA Metro system to take me to school starting in middle school and took me all the way to college at UCLA. I am now employed in the aerospace sector in Torrance. I continue to take Metro whenever possible and I am excited at the progress made in the last 20 years. Why stop now? As any Angelino can tell you, automobile traffic has only gotten worse and will continue to get worse. Not to mention the impact to our air quality, one of the worst in the nation. I urge you to certify the Final EIR for the C/K Line Extension to Torrance. The Hybrid Locally Preferred Alternative is a thoughtful and fully grade-separated solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX.

It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents.

The Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance for countywide and regional mobility.

LA Metro was a central part of my journey to where I am today. We have an opportunity to improve the system and provide better connectivity to the region while reducing traffic, noise and pollution.

Thank you,

Juan Carlos Cardoza

Juan Cardoza
[redacted]

[redacted]

From: Ivy Kwok
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Wednesday, January 14, 2026 9:54:51 AM

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LA Metro Board Clerk,

Dear Chair Dutra and LA Metro Directors,

As a resident of LA County and frequent visitor to / volunteer in the South Bay, I urge you to certify the Final EIR for the C/K Line Extension to Torrance. The Hybrid Locally Preferred Alternative is a thoughtful and fully grade-separated solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents.

The Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance for countywide and regional mobility.

Ivy Kwok
[redacted]
[redacted]

From: Devon Quaternik
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Wednesday, January 14, 2026 9:59:14 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance. The Hybrid Locally Preferred Alternative is a thoughtful and fully grade-separated solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents.

The Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance for countywide and regional mobility.

Devon Quaternik
[redacted]
[redacted]

From: Rose Crowell
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Wednesday, January 14, 2026 10:03:56 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

I live in Hawthorne and am less than a mile from the Douglas station, and am writing in strong support of the C/K Line extension.

As a resident of the South Bay, I urge you to certify the Final EIR and advance the project without delay. The Hybrid Locally Preferred Alternative selected by the Board in 2024 and refined in the FEIR delivers a thoughtful and comprehensive solution. It upgrades the existing freight corridor to be safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. With the new K Line and LAX Metro station, this project provides a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA. It also increases the existing line's access to Torrance and increases opportunities to work or shop in that area.

The South Bay urgently needs a transit alternative to the congested I-405 and currently lacks rapid transit. While Metro has expanded rail across the County, the Extension to Torrance—promised in Measure R and Measure M—is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery by 2-4 years, cost nearly $1 billion more, and generate risks to drivers and transit riders. This project is supported by dozens of community, business, and labor organizations, has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and champion this critical project for South Bay and regional mobility.

My children love seeing the metro trains. The Douglas stop is on our running route (which is how I know exactly how far it is), and seeing the trains pass by is the highlight of the run for my kids. The last mile problem is hard to navigate with two kids needing carseats, but I very strongly want a better metro. I genuinely love any excuse to take the metro instead of driving, but it needs to expand its coverage. I want it to be a good transportation option and I'd love to be able to use it instead of the car more often with the expansion.

Thank you for reading and for advancing high-quality transit to the South Bay,

Rose Crowell
[redacted]
[redacted]

From: Derek Olson
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Wednesday, January 14, 2026 10:05:51 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project without delay. The Hybrid Locally Preferred Alternative selected by the Board in 2024 and refined in the FEIR delivers a thoughtful and comprehensive solution. It upgrades the existing freight corridor to be safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. With the new K Line and LAX Metro station, this project provides a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA.

The South Bay urgently needs a transit alternative to the congested I-405 and currently lacks rapid transit. While Metro has expanded rail across the County, the Extension to Torrance—promised in Measure R and Measure M—is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery by 2-4 years, cost nearly $1 billion more, and generate risks to drivers and transit riders. This project is supported by dozens of community, business, and labor organizations, has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and champion this critical project for South Bay and regional mobility.

Thank you for advancing high-quality transit to the South Bay,

Derek Olson
[redacted]
[redacted]

From:	Bryce Stockwell
To:	Board Clerk
Subject:	(EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date:	Wednesday, January 14, 2026 10:12:04 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project without delay. The Hybrid Locally Preferred Alternative selected by the Board in 2024 and refined in the FEIR delivers a thoughtful and comprehensive solution. It upgrades the existing freight corridor to be safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. With the new K Line and LAX Metro station, this project provides a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA.

The South Bay urgently needs a transit alternative to the congested I-405 and currently lacks rapid transit. While Metro has expanded rail across the County, the Extension to Torrance—promised in Measure R and Measure M—is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery by 2-4 years, cost nearly $1 billion more, and generate risks to drivers and transit riders. This project is supported by dozens of community, business, and labor organizations, has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and champion this critical project for South Bay and regional mobility.

Thank you for advancing high-quality transit to the South Bay,

Bryce Stockwell
[redacted]
[redacted]

From: James Kim
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Wednesday, January 14, 2026 10:19:08 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance. The Hybrid Locally Preferred Alternative is a thoughtful and fully grade-separated solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents.

The Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance for countywide and regional mobility.

James Kim
[redacted]

[redacted]

From: Johanna Cameron
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Wednesday, January 14, 2026 10:28:35 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project without delay. The Hybrid Locally Preferred Alternative selected by the Board in 2024 and refined in the FEIR delivers a thoughtful and comprehensive solution. It upgrades the existing freight corridor to be safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. With the new K Line and LAX Metro station, this project provides a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA.

The South Bay urgently needs a transit alternative to the congested I-405 and currently lacks rapid transit. While Metro has expanded rail across the County, the Extension to Torrance—promised in Measure R and Measure M—is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery by 2-4 years, cost nearly $1 billion more, and generate risks to drivers and transit riders. This project is supported by dozens of community, business, and labor organizations, has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and champion this critical project for South Bay and regional mobility.

Thank you for advancing high-quality transit to the South Bay,

Johanna Cameron
[redacted]
[redacted]

From: Steven Hoong
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Wednesday, January 14, 2026 10:28:44 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance. The Hybrid Locally Preferred Alternative is a thoughtful and fully grade-separated solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents.

The Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance for countywide and regional mobility.

Steven Hoong
[redacted]
[redacted]

From: Jared Christensen
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Wednesday, January 14, 2026 10:32:35 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of the South Bay, I urge you to certify the Final EIR for the C/K Line Extension to Torrance. I wish I could be in person at the meeting today, or even call in - but I'm not able to. The Hybrid Locally Preferred Alternative is fantastic. You don't need me to describe it, I'm sure there are many otherletters that do.

What you do need to understand is that I am a long time resident of LA County for over 25 years. My 5 kids were all born and raised in West LA, Santa Monica, and the South Bay. We have called the South Bay our home for the last 12 years. Los Angeles needs to continue building out its public transportation to be part of the modern age. Building wider freeways is not the answer, we all know that. Now is the time to make the move to the South Bay! Please take action!

Jared Christensen

Jared Christensen
[redacted]

[redacted]

From: Samantha Matsunami
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Wednesday, January 14, 2026 10:35:25 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

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Thank you for advancing high-quality transit to the South Bay,

Samantha Matsunami
[redacted]
[redacted]

From: Miguel Ramirez
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Wednesday, January 14, 2026 10:37:56 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

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Given that I live Closer to the 110 freeway, my commute to and from my workplace in El Segundo is closer to an hour each way. I'd love to have the option to take a metro to and from work, not only to alleviate the stress of driving but to hopefully make our city more livable. By giving people more options on how to commute, we create a better community and by extension give ourselves better lives. While trading current prosperity for future prosperity may be difficult, I hope you all come to the right decision. I cannot wait to see what a vibrant place the South Bay becomes as a result of better transit options.

Thank you,

Miguel Ramirez - 10 year resident

Miguel Ramirez
[redacted]
[redacted]

From:	akshay patel
To:	Board Clerk
Subject:	(EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date:	Wednesday, January 14, 2026 10:38:35 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

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akshay patel
[redacted]

[redacted]

From: Daniel Mullen
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Wednesday, January 14, 2026 10:39:16 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project without delay. The Hybrid Locally Preferred Alternative selected by the Board in 2024 and refined in the FEIR delivers a thoughtful and comprehensive solution. It upgrades the existing freight corridor to be safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. With the new K Line and LAX Metro station, this project provides a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA.

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Thank you for advancing high-quality transit to the South Bay, I as a South Bay resident would ride the train to commute to LAX on a regular basis, and the train will spur massive amounts of economic development in and around Torrance which is sorely needed

Daniel Mullen
[redacted]

[redacted]

From:	Lydia liu
To:	Board Clerk
Subject:	(EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date:	Wednesday, January 14, 2026 11:07:14 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance. The Hybrid Locally Preferred Alternative is a thoughtful and fully grade-separated solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents.

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Lydia liu
[redacted]
[redacted]

From: Alvin Chan
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Wednesday, January 14, 2026 11:09:46 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

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Alvin Chan
[redacted]
[redacted]

From: CHRISTINE NG
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Wednesday, January 14, 2026 11:13:14 AM

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LA Metro Board Clerk,

I am a resident of Redondo Beach. I strongly support the C/K Line Extension to Torrance and the staff recommended Hybrid Alternative.

My husband and I are retired, so we volunteered as Metro Travel Buddies. This is a great way for older adults to socialize and explore Los Angeles without stressing about traffic and parking. Every month, we send invitations to our 45 club members to travel as a group on public transportation to restaurants, museums, events, and LAX. Many of our members are from the Torrance area. Those who can drive will have to transport others from their home to the K Line Redondo Beach Station to start our excursion. It would be tremendously helpful for this project of connecting to Torrance to be done as soon as possible!

The Hybrid route is a better choice than using Hawthorne Blvd for the following reasons: (1) Metro already owns the land at ROW. Otherwise, Metro would need to negotiate with Caltrans and other agencies to put a light rail through Hawthorne. This will drive cost up and cause more delays. (2) There are major existing underground utilities along Hawthorne, which will be expensive to dig up and relocate. (3) Hawthorne is currently a high-traffic route. Construction on it will greatly impact businesses and commuters alike. (4) The Redondo Beach Bus Depot already has parking, whereas a parking lot for train riders along Hawthorne is not available.

Thank you for your consideration,
Chris Ng
RB Travel Buddies, Metro On the-Move Rider's Program

CHRISTINE NG
[redacted]

[redacted]

From: Linda Pham
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Wednesday, January 14, 2026 11:49:58 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance. The Hybrid Locally Preferred Alternative is a thoughtful and fully grade-separated solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents.

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Linda Pham
[redacted]
[redacted]

From: Loree Pham
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Wednesday, January 14, 2026 11:51:06 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

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Thank you for advancing high-quality transit to the South Bay,

Loree Pham
[redacted]
[redacted]

From: Patricia Hernandez
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Wednesday, January 14, 2026 11:51:45 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project without delay. Since moving to Redondo, I was a student that took the BCT just like most RUHS students did. Originally from Culver City you can imagine the shift in available public transit being limited here. I enjoy the distance between the South Bay to DTLA but driving to the city really adds onto the stress about parking, cost, and duration. The Hybrid Locally Preferred Alternative selected by the Board in 2024 and refined in the FEIR delivers a thoughtful and comprehensive solution. It upgrades the existing freight corridor to be safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA.

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Thank you for advancing high-quality transit to the South Bay,

Patricia Hernandez
[redacted]
[redacted]

From: Christine Rodriguez
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Wednesday, January 14, 2026 12:06:16 PM

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Christine Rodriguez
[redacted]
[redacted]

From: Roderick Go
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Wednesday, January 14, 2026 12:21:55 PM

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Thank you for advancing high-quality transit to the South Bay,

Roderick Go
[redacted]
[redacted]

From: Wenmar Badbada
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Wednesday, January 14, 2026 12:35:28 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project without delay. The Hybrid Locally Preferred Alternative selected by the Board in 2024 and refined in the FEIR delivers a thoughtful and comprehensive solution. It upgrades the existing freight corridor to be safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA.

The South Bay urgently needs a transit alternative to the congested I-405 and currently lacks rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery by 2-4 years, cost nearly $1 billion more, and generate risks to drivers, businesses, and transit riders. This project is supported by dozens of community, business, and labor organizations, has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and champion this critical rail project for South Bay and regional mobility.

Thank you for advancing high-quality transit to the South Bay,

Wenmar Badbada
[redacted]
[redacted]

From: Ryan Cataldo
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Wednesday, January 14, 2026 12:37:09 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project without delay. The Hybrid Locally Preferred Alternative selected by the Board in 2024 and refined in the FEIR delivers a thoughtful and comprehensive solution. It upgrades the existing freight corridor to be safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA.

The South Bay urgently needs a transit alternative to the congested I-405 and currently lacks rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery by 2-4 years, cost nearly $1 billion more, and generate risks to drivers, businesses, and transit riders. This project is supported by dozens of community, business, and labor organizations, has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and champion this critical rail project for South Bay and regional mobility.

Thank you for advancing high-quality transit to the South Bay,

Ryan Cataldo
[redacted]
[redacted]

From: Kate Gould
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Wednesday, January 14, 2026 12:44:47 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project without delay. The Hybrid Locally Preferred Alternative selected by the Board in 2024 and refined in the FEIR delivers a thoughtful and comprehensive solution. It upgrades the existing freight corridor to be safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA.

The South Bay urgently needs a transit alternative to the congested I-405 and currently lacks rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery by 2-4 years, cost nearly $1 billion more, and generate risks to drivers, businesses, and transit riders. This project is supported by dozens of community, business, and labor organizations, has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and champion this critical rail project for South Bay and regional mobility.

Thank you for advancing high-quality transit to the South Bay,

Kate Gould
[redacted]
[redacted]

From: Melissa Silvers
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Wednesday, January 14, 2026 12:52:53 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As someone who often visits the South Bay and whose partner's family lives in the neighborhood across the street from the proposed Torrance Metro Station, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project without delay. The Hybrid Locally Preferred Alternative selected by the Board in 2024 and refined in the FEIR delivers a thoughtful and comprehensive solution. It upgrades the existing freight corridor to be safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA. Personally, I would be able to take Metro from home to family home, opening new opportunities of travel and avoiding traffic on the road.

The South Bay urgently needs a transit alternative to the congested I-405 and currently lacks rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery by 2-4 years, cost nearly $1 billion more, and generate risks to drivers, businesses, and transit riders. This project is supported by dozens of community, business, and labor organizations, has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and champion this critical rail project for South Bay and regional mobility.

Thank you for advancing high-quality transit to the South Bay,

Melissa Silvers
[redacted]
[redacted]

From: Samantha Maravilla
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Wednesday, January 14, 2026 12:59:59 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project without delay. The Hybrid Locally Preferred Alternative selected by the Board in 2024 and refined in the FEIR delivers a thoughtful and comprehensive solution. It upgrades the existing freight corridor to be safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA.

The South Bay urgently needs a transit alternative to the congested I-405 and currently lacks rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery by 2-4 years, cost nearly $1 billion more, and generate risks to drivers, businesses, and transit riders. This project is supported by dozens of community, business, and labor organizations, has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and champion this critical rail project for South Bay and regional mobility.

Thank you for advancing high-quality transit to the South Bay,

Samantha Maravilla
[redacted]

[redacted]

From: Gretchen Ortiz
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Wednesday, January 14, 2026 1:20:20 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance. The Hybrid Locally Preferred Alternative is a thoughtful and fully grade-separated solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents.

The Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance for countywide and regional mobility.

Gretchen Ortiz
[redacted]
[redacted]

From:	MADHU CHANANI
To:	Board Clerk
Subject:	(EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date:	Wednesday, January 14, 2026 1:46:18 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project without delay. The Hybrid Locally Preferred Alternative selected by the Board in 2024 and refined in the FEIR delivers a thoughtful and comprehensive solution. It upgrades the existing freight corridor to be safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA.

The South Bay urgently needs a transit alternative to the congested I-405 and currently lacks rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery by 2-4 years, cost nearly $1 billion more, and generate risks to drivers, businesses, and transit riders. This project is supported by dozens of community, business, and labor organizations, has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and champion this critical rail project for South Bay and regional mobility.

Thank you for advancing high-quality transit to the South Bay,

MADHU CHANANI
[redacted]
[redacted]

From: Bhavi Jagatia
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Wednesday, January 14, 2026 1:56:45 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project without delay. The Hybrid Locally Preferred Alternative selected by the Board in 2024 and refined in the FEIR delivers a thoughtful and comprehensive solution. It upgrades the existing freight corridor to be safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA.

The South Bay urgently needs a transit alternative to the congested I-405 and currently lacks rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery by 2-4 years, cost nearly $1 billion more, and generate risks to drivers, businesses, and transit riders. This project is supported by dozens of community, business, and labor organizations, has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and champion this critical rail project for South Bay and regional mobility.

Thank you for advancing high-quality transit to the South Bay,

Bhavi Jagatia
[redacted]
[redacted]

From: Denisse Cortan
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Wednesday, January 14, 2026 1:57:12 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project without delay. The Hybrid Locally Preferred Alternative selected by the Board in 2024 and refined in the FEIR delivers a thoughtful and comprehensive solution. It upgrades the existing freight corridor to be safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA.

The South Bay urgently needs a transit alternative to the congested I-405 and currently lacks rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery by 2-4 years, cost nearly $1 billion more, and generate risks to drivers, businesses, and transit riders. This project is supported by dozens of community, business, and labor organizations, has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and champion this critical rail project for South Bay and regional mobility.

Thank you for advancing high-quality transit to the South Bay,

Denisse Cortan
[redacted]
[redacted]

From: Eric Arauza
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Wednesday, January 14, 2026 2:19:50 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance. The Hybrid Locally Preferred Alternative is a thoughtful and fully grade-separated solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents.

The Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance for countywide and regional mobility.

Eric Arauza
[redacted]
[redacted]

From:	Ian Perry
To:	Board Clerk
Subject:	(EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date:	Wednesday, January 14, 2026 2:27:31 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance. The Hybrid Locally Preferred Alternative is a thoughtful and fully grade-separated solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents.

The Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance for countywide and regional mobility.

Ian Perry
[redacted]
[redacted]

From: Ali Shirzad
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Wednesday, January 14, 2026 2:55:55 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance. The Hybrid Locally Preferred Alternative is a thoughtful and fully grade-separated solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents.

The Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance for countywide and regional mobility.

Ali Shirzad
[redacted]
[redacted]

From:	Mohammad Chaudhry
To:	Board Clerk
Subject:	(EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date:	Monday, January 19, 2026 12:10:24 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the existing freight corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is the most comprehensive option with the most community benefits. We've been evaluating this for over 40 years. Evaluation of alternatives have been thorough and comprehensive.

With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA. The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery further, cost nearly $1 billion more, and generate impacts to businesses, residents, commuters, and transit riders. Hybrid LPA/ROW is supported by the City of Torrance, dozens of community, business, and labor organizations in the South Bay On Board Coalition and has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and bring this critical rail project to fruitio n.

Thank you for advancing high-quality transit to the South Bay,

Mohammad Chaudhry
[redacted]

[redacted]

From: Judy Ho
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Wednesday, January 14, 2026 3:06:30 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance. The Hybrid Locally Preferred Alternative is a thoughtful and fully grade-separated solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents.

The Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance for countywide and regional mobility.
Let's make LA more accessible to people!!!!

Judy Ho
[redacted]

[redacted]

From: Allen Natian
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 1:01:20 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the existing freight corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is the most comprehensive option with the most community benefits. We've been evaluating this for over 40 years. Evaluation of alternatives have been thorough and comprehensive.

With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA. The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery further, cost nearly $1 billion more, and generate impacts to businesses, residents, commuters, and transit riders. Hybrid LPA/ROW is supported by the City of Torrance, dozens of community, business, and labor organizations in the South Bay On Board Coalition and has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and bring this critical rail project to fruitio n.

Thank you for advancing high-quality transit to the South Bay,

Allen Natian
[redacted]
[redacted]

From: Kristine Singer
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Wednesday, January 14, 2026 3:07:43 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance. The Hybrid Locally Preferred Alternative is a thoughtful and fully grade-separated solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents.

The Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance for countywide and regional mobility.

As an engineer that works in El Segundo, the rail line could streamline my commute. In addition, I am a LAFC season ticket holder and parking at Expo Park can be prohibitively expensive ($60), however, there is no easy alternative to driving. This would vastly improve my commute and participation in other Angelino events.

Thank you for your time and hope you Approve C Line to Torrance.

Kristine Singer
[redacted]
[redacted]

From: Kyle Richardson
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 8:46:56 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a long-time resident of Los Angeles County and daily user of our region's roads and transit, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid Locally Preferred Alternative.

The Hybrid LPA modernizes an aging freight corridor while reducing noise and improving safety for nearby neighborhoods. It will deliver a fast, direct ride, under 19 minutes, from Redondo Beach and Torrance to LAX, strengthening connections to jobs, housing, schools, and the K Line communities. By improving first- and last-mile access and serving equity-focus neighborhoods near the corridor, this project will expand opportunity and mobility for those who need it most.

Please prioritize strong bicycle integration throughout the project: protected bike lanes and safe bike crossings to and along stations, ample secure bicycle parking and long-term storage at every station, and active connections to existing and planned bike routes. Incorporate bike-share and micromobility docks, clear wayfinding for riders, and safe, well-lit station access so bicyclists of all ages and abilities can comfortably combine biking and transit. These measures will reduce car trips, improve local air quality, and make the line accessible to more riders while promoting healthy, low-carbon travel.

This project is ready: the FEIR reflects decades of study and careful refinement with meaningful mitigations for residents. The Hybrid LPA already has over $1.4 billion secured, more than 52% of total costs, putting it well ahead of other Metro projects at FEIR certification and making it competitive for additional state funding despite current cost pressures. Approving this project now will bring roughly 15,000 jobs and an estimated 1.5 million new annual riders to the region while remaining highly cost-effective.

Please certify the FEIR and advance the Hybrid LPA so we can build this essential, equitable, bike-friendly, and fiscally responsible transit improvement for our county.

Sincerely,
Kyle Richardson
[redacted]

Kyle Richardson
[redacted]

[redacted]

From: Paul Songco
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Wednesday, January 14, 2026 3:25:46 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project without delay. The Hybrid Locally Preferred Alternative selected by the Board in 2024 and refined in the FEIR delivers a thoughtful and comprehensive solution. It upgrades the existing freight corridor to be safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA.

The South Bay urgently needs a transit alternative to the congested I-405 and currently lacks rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery by 2-4 years, cost nearly $1 billion more, and generate risks to drivers, businesses, and transit riders. This project is supported by dozens of community, business, and labor organizations, has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and champion this critical rail project for South Bay and regional mobility.

Thank you for advancing high-quality transit to the South Bay,

Paul Songco
[redacted]
[redacted]

From: Jud Hogan
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Wednesday, January 14, 2026 3:25:57 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

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Thank you for advancing high-quality transit to the South Bay,

Jud Hogan
[redacted]

[redacted]

From: Amber Wheat
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 9:33:50 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the existing freight corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is the most comprehensive option with the most community benefits. We've been evaluating this for over 40 years. Evaluation of alternatives have been thorough and comprehensive.

With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA. The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery further, cost nearly $1 billion more, and generate impacts to businesses, residents, commuters, and transit riders. Hybrid LPA/ROW is supported by the City of Torrance, dozens of community, business, and labor organizations in the South Bay On Board Coalition and has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and bring this critical rail project to fruitio n.

Thank you for advancing high-quality transit to the South Bay,

Amber Wheat
[redacted]

From: John Neyer
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Wednesday, January 14, 2026 3:27:48 PM

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LA Metro Board Clerk,

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The South Bay urgently needs a transit alternative to the congested I-405 and currently lacks rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery by 2-4 years, cost nearly $1 billion more, and generate risks to drivers, businesses, and transit riders. This project is supported by dozens of community, business, and labor organizations, has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and champion this critical rail project for South Bay and regional mobility.

Thank you for advancing high-quality transit to the South Bay,

John Neyer
[redacted]

[redacted]

From: Colin Warn
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 9:38:07 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents. I trust the process and the studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). Hybrid LPA will better serve equity-focus groups near the rail corridor with accessible transit stations and will be built sooner to serve more people. The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance Hybrid LPA for countywide and regional mobility.

Colin Warn
[redacted]
[redacted]

From: Paul Lee
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Wednesday, January 14, 2026 4:05:16 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of Torrance, I urge you to certify the Final EIR for the C/K Line Extension to Torrance. The Hybrid Locally Preferred Alternative is a thoughtful and fully grade-separated solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents.

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Paul Lee
[redacted]
[redacted]

From: Luis Vazquez
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 9:40:38 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the existing freight corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is the most comprehensive option with the most community benefits. We've been evaluating this for over 40 years. Evaluation of alternatives have been thorough and comprehensive.

With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA. The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery further, cost nearly $1 billion more, and generate impacts to businesses, residents, commuters, and transit riders. Hybrid LPA/ROW is supported by the City of Torrance, dozens of community, business, and labor organizations in the South Bay On Board Coalition and has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and bring this critical rail project to fruitio n.

Thank you for advancing high-quality transit to the South Bay,

Luis Vazquez
[redacted]
[redacted]

From: Philip Hartwell
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Wednesday, January 14, 2026 4:14:56 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance. The Hybrid Locally Preferred Alternative is a thoughtful and fully grade-separated solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents.

The Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance for countywide and regional mobility.

I am all in favor of having the line extended. Good for the whole community.
Thank you,
Philip Hartwell

Philip Hartwell
[redacted]
[redacted]

From: Austin Moreau
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 9:56:35 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

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Austin Moreau
[redacted]
[redacted]

From: Ebeli Cordero
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Wednesday, January 14, 2026 4:16:20 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

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The South Bay urgently needs a transit alternative to the congested I-405 and currently lacks rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery by 2-4 years, cost nearly $1 billion more, and generate risks to drivers, businesses, and transit riders. This project is supported by dozens of community, business, and labor organizations, has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and champion this critical rail project for South Bay and regional mobility.

Thank you for advancing high-quality transit to the South Bay,

Ebeli Cordero
[redacted]
[redacted]

From: Wyatt Zadoorian
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 9:57:41 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

My name is Wyatt Zadoorian, and I am a strong advocate for public transit because I believe it increases quality of life for everyone, even those who never set foot in it. Just as a diversified investment portfolio is good, we must diversify our travel options to reduce traffic on our freeways and provide lower cost options for those who would like it.

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents. I trust the process and the studies and it's time we get this built.

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Wyatt Zadoorian
[redacted]

[redacted]

From: Linus Lee
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Wednesday, January 14, 2026 4:23:19 PM

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Thank you for advancing high-quality transit to the South Bay,

Linus Lee
[redacted]
[redacted]

From: Ronny Rueda
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 10:02:34 AM

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Ronny Rueda
[redacted]
[redacted]

From: Tim Noe
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Wednesday, January 14, 2026 4:35:20 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance. The Hybrid Locally Preferred Alternative is a thoughtful and fully grade-separated solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents.

The Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance for countywide and regional mobility.

Tim Noe
[redacted]
[redacted]

From: Chris Dzikowski
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 10:06:54 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the existing freight corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is the most comprehensive option with the most community benefits. We've been evaluating this for over 40 years. Evaluation of alternatives have been thorough and comprehensive.

With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA. The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery further, cost nearly $1 billion more, and generate impacts to businesses, residents, commuters, and transit riders. Hybrid LPA/ROW is supported by the City of Torrance, dozens of community, business, and labor organizations in the South Bay On Board Coalition and has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and bring this critical rail project to fruitio n.

Thank you for advancing high-quality transit to the South Bay,

Chris Dzikowski
[redacted]
[redacted]

From: Anthony Olmos
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Wednesday, January 14, 2026 4:36:06 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project without delay. The Hybrid Locally Preferred Alternative selected by the Board in 2024 and refined in the FEIR delivers a thoughtful and comprehensive solution. It upgrades the existing freight corridor to be safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA.

The South Bay urgently needs a transit alternative to the congested I-405 and currently lacks rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery by 2-4 years, cost nearly $1 billion more, and generate risks to drivers, businesses, and transit riders. This project is supported by dozens of community, business, and labor organizations, has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and champion this critical rail project for South Bay and regional mobility.

Thank you for advancing high-quality transit to the South Bay,

Anthony Olmos
[redacted]
[redacted]

From: Andrew Hernandez
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 10:23:02 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the existing freight corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is the most comprehensive option with the most community benefits. We've been evaluating this for over 40 years. Evaluation of alternatives have been thorough and comprehensive.

With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA. The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery further, cost nearly $1 billion more, and generate impacts to businesses, residents, commuters, and transit riders. Hybrid LPA/ROW is supported by the City of Torrance, dozens of community, business, and labor organizations in the South Bay On Board Coalition and has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and bring this critical rail project to fruitio n.

Thank you for advancing high-quality transit to the South Bay,

Andrew Hernandez
[redacted]
[redacted]

From: Nicholas Tatonetti
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 10:24:50 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Members of the Metro Board,

As a resident of Los Angeles County, I urge you to certify the Final Environmental Impact Report for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid Locally Preferred Alternative. The Hybrid LPA represents a pragmatic, environmentally sound solution that modernizes an underutilized freight corridor, improves safety and noise conditions, and delivers a direct sub-19-minute rail connection between Redondo Beach, Torrance, and LAX. It strengthens regional access to jobs, housing, and education through seamless integration with the K Line, while meaningfully improving first- and last-mile mobility for communities along the corridor.

This project fulfills the intent of Measures R and M, reflects years of community input, and responds directly to long-standing concerns raised by corridor residents. It brings substantial regional benefits—supporting approximately 15,000 jobs and an estimated 1.5 million new riders—while remaining one of Metro's most cost-effective rail investments. The C/K Line Extension has been studied for decades, with extensive technical refinement reflected in the FEIR and robust mitigation measures incorporated to address local impacts. The planning process has been thorough, transparent, and evidence-driven, and it is time to move from study to delivery.

The Hybrid LPA already has more than $1.4 billion secured—over 52% of total project costs—placing it well ahead of other Metro rail projects at the FEIR stage. By comparison, projects such as the Eastside Transit Corridor and the Southeast Gateway Line advanced with roughly 33% and 20% of funding in place, respectively. The Hybrid LPA also delivers stronger equity outcomes by serving transit-dependent communities near the corridor with accessible, high-quality stations and can be delivered sooner to serve more riders. The C/K Line Extension is well positioned to compete for additional state funding and to remain resilient amid construction cost inflation and tariffs.

For countywide and regional mobility, now is the moment to certify the FEIR and advance approval of the C Line Extension to Torrance Hybrid LPA.

Respectfully,
Nicholas Tatonetti, PhD

Nicholas Tatonetti
[redacted]

[redacted]

From: Timothy Chan
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Wednesday, January 14, 2026 4:40:32 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

I am writing this as someone who not only lives in the area surrounding this extension, but as an avid supporter of making LA and the South Bay a great place to live, I want to personally express how much of an improvement to the region this line extension would be. The C/K line extension is not only an expansion of transportation, but it is literally a bridge that will bring the people of this community together. Everyone should have the right to be able to get where they need to go, and this line will help unlock the amazing potential of the existing public transportation options in the South Bay. I hope to grow old and be able to safely get around the South Bay without the fear of dying in a car crash.

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project without delay. The Hybrid Locally Preferred Alternative selected by the Board in 2024 and refined in the FEIR delivers a thoughtful and comprehensive solution. It upgrades the existing freight corridor to be safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA.

The South Bay urgently needs a transit alternative to the congested I-405 and currently lacks rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery by 2-4 years, cost nearly $1 billion more, and generate risks to drivers, businesses, and transit riders. This project is supported by dozens of community, business, and labor organizations, has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and champion this critical rail project for South Bay and regional mobility.

Thank you for advancing high-quality transit to the South Bay,

Timothy Chan
[redacted]
[redacted]

From: Dean Ripley
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Wednesday, January 14, 2026 4:40:34 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project without delay. The Hybrid Locally Preferred Alternative selected by the Board in 2024 and refined in the FEIR delivers a thoughtful and comprehensive solution. It upgrades the existing freight corridor to be safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA.

The South Bay urgently needs a transit alternative to the congested I-405 and currently lacks rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery by 2-4 years, cost nearly $1 billion more, and generate risks to drivers, businesses, and transit riders. This project is supported by dozens of community, business, and labor organizations, has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and champion this critical rail project for South Bay and regional mobility.

Thank you for advancing high-quality transit to the South Bay,
Dean Ripley

Dean Ripley
[redacted]
[redacted]

From: Nathan Adair
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 10:27:03 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of LA County, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the existing freight corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is the most comprehensive option with the most community benefits. We've been evaluating this for over 40 years. Evaluation of alternatives have been thorough and comprehensive.

With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA. The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery further, cost nearly $1 billion more, and generate impacts to businesses, residents, commuters, and transit riders. Hybrid LPA/ROW is supported by the City of Torrance, dozens of community, business, and labor organizations in the South Bay On Board Coalition and has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and bring this critical rail project to fruitio n.

Thank you for advancing high-quality transit to the South Bay,

Nathan Adair
[redacted]
[redacted]

From: Stephanie Tanimoto
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Wednesday, January 14, 2026 5:20:31 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

Nothing would excite me more than robust public transportation options, especially those that connect us down in the South Bay. The future is not in cars or car infrastructure. We need public transit that can improve out environment, connect communities and offer transit to those who cannot or choose not to drive. It should be glaringly obvious that a car-centric city is not the answer or the future. I cant wait to see more projects like this approved so we can catch up to the rest of the world in public transportation.

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance. The Hybrid Locally Preferred Alternative is a thoughtful and fully grade-separated solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents.

The Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance for countywide and regional mobility.

Stephanie Tanimoto
[redacted]

[redacted]

From: Benjamin Hillman
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 10:39:59 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents. I trust the process and the studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). Hybrid LPA will better serve equity-focus groups near the rail corridor with accessible transit stations and will be built sooner to serve more people. The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance Hybrid LPA for countywide and regional mobility.

Benjamin Hillman
[redacted]
[redacted]

From: Pat Tanimoto
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Wednesday, January 14, 2026 5:30:20 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance. The Hybrid Locally Preferred Alternative is a thoughtful and fully grade-separated solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents.

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Pat Tanimoto
[redacted]
[redacted]

From: Edmund Xu
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 10:44:41 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents. I trust the process and the studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). Hybrid LPA will better serve equity-focus groups near the rail corridor with accessible transit stations and will be built sooner to serve more people. The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance Hybrid LPA for countywide and regional mobility.

Edmund Xu
[redacted]
[redacted]

From: Cristina Mercado
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Wednesday, January 14, 2026 7:21:35 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance. The Hybrid Locally Preferred Alternative is a thoughtful and fully grade-separated solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents.

The Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance for countywide and regional mobility.

Cristina Mercado
[redacted]

[redacted]

From: Kevin Reevers
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 11:08:02 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents. I trust the process and the studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). Hybrid LPA will better serve equity-focus groups near the rail corridor with accessible transit stations and will be built sooner to serve more people. The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance Hybrid LPA for countywide and regional mobility.

Kevin Reevers
[redacted]
[redacted]

From: Jessika Truitt
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 11:12:49 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents. I trust the process and the studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). Hybrid LPA will better serve equity-focus groups near the rail corridor with accessible transit stations and will be built sooner to serve more people. The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance Hybrid LPA for countywide and regional mobility.

Jessika Truitt
[redacted]
[redacted]

From: Dominic Bendinelli
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Wednesday, January 14, 2026 8:08:04 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project without delay. The Hybrid Locally Preferred Alternative selected by the Board in 2024 and refined in the FEIR delivers a thoughtful and comprehensive solution. It upgrades the existing freight corridor to be safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA.

The South Bay urgently needs a transit alternative to the congested I-405 and currently lacks rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery by 2-4 years, cost nearly $1 billion more, and generate risks to drivers, businesses, and transit riders. This project is supported by dozens of community, business, and labor organizations, has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and champion this critical rail project for South Bay and regional mobility.

Thank you for advancing high-quality transit to the South Bay,

Dominic Bendinelli
[redacted]
[redacted]

From: Emilio Lasam
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Wednesday, January 14, 2026 9:28:26 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance. The Hybrid Locally Preferred Alternative is a thoughtful and fully grade-separated solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents.

The Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance for countywide and regional mobility.

Emilio Lasam
[redacted]
[redacted]

From: Bart Reed
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 11:20:31 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents. I trust the process and the studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). Hybrid LPA will better serve equity-focus groups near the rail corridor with accessible transit stations and will be built sooner to serve more people. The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance Hybrid LPA for countywide and regional mobility.

Bart Reed
[redacted]
[redacted]

From: Keshav Jogaratnam
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Wednesday, January 14, 2026 10:31:31 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance. The Hybrid Locally Preferred Alternative is a thoughtful and fully grade-separated solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents.

The Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance for countywide and regional mobility.

Keshav Jogaratnam
[redacted]
[redacted]

From: Wilson Bailey
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 11:26:33 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

Despite not being resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents. I trust the process and the studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). Hybrid LPA will better serve equity-focus groups near the rail corridor with accessible transit stations and will be built sooner to serve more people. The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance Hybrid LPA for countywide and regional mobility.

I may live in a different city and am not represented by you, but choosing the Hybrid Alignment will be the best for improving connectivity and the lives of low income communities the C/K Hybrid LPA will serve, not to mention the reuse of an existing right of way will allow these communities to be served by rapid transit sooner and cheaper. I understand homeowners along the Hybrid LPA alignment have their issues, but they chose to live along an active rail line, and adding this alignment will serve to increase home values for them. Coming from Seattle, that happened to those living close to our light rail lines. Will the construction cause short term headaches? Yes. Yes it will. But the benefits far outweigh the costs, with the

connectivity allowing lower income communities much better connections, allowing for far greater economic mobility and equity, while the homeowners next to the alignment will see their property values go up, which with a cost of a few years of construction, I see as absolutely worth it.

Even though I come from outside LA, please consider my input. Your constituents are counting on it.

Wilson Bailey
[redacted]

[redacted]

From: Eden Pang
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Wednesday, January 14, 2026 10:51:02 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

I am a resident of Torrance — in fact, I was born and raised here — and I strongly urge you to support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project without delay!

Enhanced public transportation in the South Bay is critical to making our cities livable. Having a metro line extend to Torrance would make it significantly easier for me to get around LA, reduce traffic, and create a modern city with a higher quality of life. It is shameful that in 2026 our public transportation options are so limited, essentially cutting us off from the rest of LA.

The Hybrid Locally Preferred Alternative selected by the Board in 2024 and refined in the FEIR delivers a thoughtful and comprehensive solution. It upgrades the existing freight corridor to be safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA.

The South Bay urgently needs a transit alternative to the congested I-405 and currently lacks rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery by 2-4 years, cost nearly $1 billion more, and generate risks to drivers, businesses, and transit riders. This project is supported by dozens of community, business, and labor organizations, has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and champion this critical rail project for South Bay and regional mobility.

Thank you for advancing high-quality transit to the South Bay,

Eden Pang
[redacted]

[redacted]

From: Miguel Angel Martínez Jr
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 11:37:49 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a constituent in Supervisor Holly J. Mitchell's district, I am writing in strong support of the C K Line Extension to Torrance and urging you to certify the Final EIR and advance the staff recommended Hybrid LPA. The Hybrid LPA uses the existing rail corridor with grade separations and mitigations to improve safety, reduce noise, and expand green space with stronger connections to bus centers as well as bike and pedestrian paths. With the new K Line and LAX Metro station, this project would create a reliable 19 minute trip from Torrance to LAX and provide direct rail access to key destinations across LA County. The South Bay urgently needs a long overdue rail alternative to I 405 congestion, and the Hybrid LPA avoids the higher costs, added disruption, and delays associated with other options.

Please certify the Final EIR and advance this critical project for the region.

Miguel Angel Martínez Jr
[redacted]
[redacted]

From: Kurt Canfield
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Wednesday, January 14, 2026 11:35:09 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance. The Hybrid Locally Preferred Alternative is a thoughtful and fully grade-separated solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents.

The Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance for countywide and regional mobility.

Kurt Canfield
[redacted]

[redacted]

From: Jacob Martin
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 12:05:34 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the existing freight corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is the most comprehensive option with the most community benefits. We've been evaluating this for over 40 years. Evaluation of alternatives have been thorough and comprehensive.

With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA. The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery further, cost nearly $1 billion more, and generate impacts to businesses, residents, commuters, and transit riders. Hybrid LPA/ROW is supported by the City of Torrance, dozens of community, business, and labor organizations in the South Bay On Board Coalition and has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and bring this critical rail project to fruitio n.

Thank you for advancing high-quality transit to the South Bay,

Jacob Martin

From: amy phillips
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Thursday, January 15, 2026 1:19:12 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project without delay. I live in Gardena, but grew up in North Redondo Beach where my mom still lives. I walked to Washington Elementary School and Adams Middle School and could hear the freight train horns, and spend many an unlucky few minutes stuck on 182nd St while waiting for them to pass by. The railroad tracks were a fun place where my school friends and I would go catch lizards (I grew up in the 80s -- I do not let my own kids play on the railroad tracks!), but we all knew that those trains wouldn't take us anywhere except in our own imagination.

When I got my first "real" job after college, I didn't have a car yet, so I had my mom drop me off at what was then the Green Line station in the middle of nowhere in North Redondo. It would take me over an hour and a half to get to Little Tokyo with multiple transfers. Coming home was worse because it'd be dark and waiting at the Green Line station to get picked up was kinda scary. My protective mom hated it. After a couple of weeks, I started trying bus options instead (Torrance Transit, Metro, Gardena). I eventually saved up money to buy a car and join the masses on LA's freeways, but I really wished that we had a public transit system like the ones I get to use when visiting family in Japan.

Los Angeles and the South Bay deserve a world class public transit system. My kids and I visit my mom regularly and I still see myself as part of that North Redondo community. The South Bay is interconnected and all of us would benefit from the seeing the C/K Line completed as soon as possible with the Hybrid Locally Preferred Alternative, not just for the convenience, but because it seems like it would improve the current noise and safety conditions of the existing freight rail route.

The Hybrid Locally Preferred Alternative selected by the Board in 2024 and refined in the FEIR delivers a thoughtful and comprehensive solution. It upgrades the existing freight corridor to be safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. With the new K Line and LAX Metro station, this project brings a reliable

19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA.

The South Bay urgently needs a transit alternative to the congested I-405 and currently lacks rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery by 2-4 years, cost nearly $1 billion more, and generate risks to drivers, businesses, and transit riders. This project is supported by dozens of community, business, and labor organizations, has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and champion this critical rail project for South Bay and regional mobility.

Thank you for advancing high-quality transit to the South Bay. I can't wait to escort my mom to LAX by rail rather than on the freeway for a future trip to Japan. And I hope we can finally brag to our relatives that LA's system is just as good as anything else in the world (and hopefully better)!

amy phillips
[redacted]
[redacted]

From: Adam Beckner
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 12:06:34 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the existing freight corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is the most comprehensive option with the most community benefits. We've been evaluating this for over 40 years. Evaluation of alternatives have been thorough and comprehensive.

With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA. The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery further, cost nearly $1 billion more, and generate impacts to businesses, residents, commuters, and transit riders. Hybrid LPA/ROW is supported by the City of Torrance, dozens of community, business, and labor organizations in the South Bay On Board Coalition and has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and bring this critical rail project to fruitio n.

Thank you for advancing high-quality transit to the South Bay,

Adam Beckner
[redacted]
[redacted]

From: Kevin Kellog
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 7:22:27 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, and working at a company that's situated right off of one of the stops, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR with the staff-recommended Hybrid LPA.

Kevin Kellog
[redacted]

[redacted]

From: Jonathan Hale
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 12:09:49 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents. I trust the process and the studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). Hybrid LPA will better serve equity-focus groups near the rail corridor with accessible transit stations and will be built sooner to serve more people. The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance Hybrid LPA for countywide and regional mobility.

Jonathan Hale
[redacted]
[redacted]

From: Julio Ceballos
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Thursday, January 15, 2026 5:52:57 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project without delay. The Hybrid Locally Preferred Alternative selected by the Board in 2024 and refined in the FEIR delivers a thoughtful and comprehensive solution. It upgrades the existing freight corridor to be safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA.

The South Bay urgently needs a transit alternative to the congested I-405 and currently lacks rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery by 2-4 years, cost nearly $1 billion more, and generate risks to drivers, businesses, and transit riders. This project is supported by dozens of community, business, and labor organizations, has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and champion this critical rail project for South Bay and regional mobility.

Thank you for advancing high-quality transit to the South Bay,

Julio Ceballos
[redacted]
[redacted]

From: Jay Townley
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 7:23:22 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear pathway to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Alternative is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

Jay Townley
[redacted]

[redacted]

From: Bhavin Shah
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 12:37:47 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of LA County with employment in South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the existing freight corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is the most comprehensive option with the most community benefits. We've been evaluating this for over 40 years. Evaluation of alternatives have been thorough and comprehensive.

With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA. The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery further, cost nearly $1 billion more, and generate impacts to businesses, residents, commuters, and transit riders. Hybrid LPA/ROW is supported by the City of Torrance, dozens of community, business, and labor organizations in the South Bay On Board Coalition and has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and bring this critical rail project to fruitio n.

Thank you for advancing high-quality transit to the South Bay,

Bhavin Shah
[redacted]
[redacted]

From: Steve Kang
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Thursday, January 15, 2026 6:28:07 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project without delay. The Hybrid Locally Preferred Alternative selected by the Board in 2024 and refined in the FEIR delivers a thoughtful and comprehensive solution. It upgrades the existing freight corridor to be safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA.

The South Bay urgently needs a transit alternative to the congested I-405 and currently lacks rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery by 2-4 years, cost nearly $1 billion more, and generate risks to drivers, businesses, and transit riders. This project is supported by dozens of community, business, and labor organizations, has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and champion this critical rail project for South Bay and regional mobility.

Thank you for advancing high-quality transit to the South Bay,

Steve Kang
[redacted]

[redacted]

From: SHAWN Chow
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 7:38:10 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes a freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining fiscally-sound. I trust the process and studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed 2-4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths. Hybrid LPA can move forward with state funding while the Hawthorne Option will require federal funds and NEPA review adding uncertainty and timeline. Let's connect the South Bay with light rail!

SHAWN Chow
[redacted]
[redacted]

From: Han Bae
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Thursday, January 15, 2026 6:47:15 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

I'm so excited as a Torrance resident to use public transit! I can't wait!

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance. The Hybrid Locally Preferred Alternative is a thoughtful and fully grade-separated solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents.

The Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance for countywide and regional mobility.

Han Bae
[redacted]

[redacted]

From: Huzail Hassan
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 12:50:38 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents. I trust the process and the studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). Hybrid LPA will better serve equity-focus groups near the rail corridor with accessible transit stations and will be built sooner to serve more people. The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance Hybrid LPA for countywide and regional mobility.

Huzail Hassan
[redacted]
[redacted]

From: Rex Shepherd
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 8:02:40 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear pathway to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Alternative is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

Rex Shepherd
[redacted]
[redacted]

From: Caryl Schwartz
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 12:56:14 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

THe Hybrid C/K light rail will be a tremendous asset for the South Bay community. It will reduce traffic and bring more to South Bay businesses. Additionally I am looking forward to easier access to LAX.

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents. I trust the process and the studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). Hybrid LPA will better serve equity-focus groups near the rail corridor with accessible transit stations and will be built sooner to serve more people. The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance Hybrid LPA for countywide and regional mobility.

Caryl Schwartz
[redacted]

[redacted]

From: Lisa Counts
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 8:04:19 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes a freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining fiscally-sound. I trust the process and studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed 2-4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths. Hybrid LPA can move forward with state funding while the Hawthorne Option will require federal funds and NEPA review adding uncertainty and timeline. Let's connect the South Bay with light rail!

On a personal note, not only am I a long time resident of the South Bay, I am also a graduate of UCLA's masters program in Urban Planning and a long time follower of the late Donald Shoup. Public transit in Los Angeles has also been a keen interest of mine. I request that you all approve this project now!

Lisa Counts

From: Erin Hoops
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Thursday, January 15, 2026 8:03:22 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance. The Hybrid Locally Preferred Alternative is a thoughtful and fully grade-separated solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents.

The Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance for countywide and regional mobility.

Erin Hoops
[redacted]
[redacted]

From: Sarah Geam
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 1:05:11 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the existing freight corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is the most comprehensive option with the most community benefits. We've been evaluating this for over 40 years. Evaluation of alternatives have been thorough and comprehensive.

With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA. The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery further, cost nearly $1 billion more, and generate impacts to businesses, residents, commuters, and transit riders. Hybrid LPA/ROW is supported by the City of Torrance, dozens of community, business, and labor organizations in the South Bay On Board Coalition and has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and bring this critical rail project to fruitio n.

Thank you for advancing high-quality transit to the South Bay,

Sarah Geam
[redacted]

[redacted]

From: Leo Ouyang
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 8:31:07 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes a freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining fiscally-sound. I trust the process and studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed 2-4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths. Hybrid LPA can move forward with state funding while the Hawthorne Option will require federal funds and NEPA review adding uncertainty and timeline. Let's connect the South Bay with light rail!

Leo Ouyang
[redacted]
[redacted]

From: Ryan Lowry
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Thursday, January 15, 2026 9:01:55 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of Torrance, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project without delay. The Hybrid Locally Preferred Alternative selected by the Board in 2024 and refined in the FEIR delivers a thoughtful and comprehensive solution. It upgrades the existing freight corridor to be safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA.

The South Bay urgently needs a transit alternative to the congested I-405 and currently lacks rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery by 2-4 years, cost nearly $1 billion more, and generate risks to drivers, businesses, and transit riders. This project is supported by dozens of community, business, and labor organizations, has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and champion this critical rail project for South Bay and regional mobility.

As a homeowner and new father, I'm investing in this community for the long term. This extension will provide critical connectivity that our family and neighbors need—whether it's accessing healthcare appointments, visiting family across the region, or simply having reliable transportation options as our child grows. The South Bay has been underserved by rail transit for too long, and this project represents essential infrastructure for our community's future. Better transit means less traffic congestion on our local streets, cleaner air for our kids, and increased property values as Torrance becomes more connected to the broader LA region.

Thank you for advancing high-quality transit to the South Bay,

Ryan Lowry

Ryan Lowry
[redacted]
[redacted]

From: Solomon Gutride
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 1:09:26 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents. I trust the process and the studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). Hybrid LPA will better serve equity-focus groups near the rail corridor with accessible transit stations and will be built sooner to serve more people. The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance Hybrid LPA for countywide and regional mobility.

Solomon Gutride
[redacted]
[redacted]

From: Madeline Foss
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Thursday, January 15, 2026 9:04:20 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project without delay. The Hybrid Locally Preferred Alternative selected by the Board in 2024 and refined in the FEIR delivers a thoughtful and comprehensive solution. It upgrades the existing freight corridor to be safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA.

The South Bay urgently needs a transit alternative to the congested I-405 and currently lacks rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery by 2-4 years, cost nearly $1 billion more, and generate risks to drivers, businesses, and transit riders. This project is supported by dozens of community, business, and labor organizations, has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and champion this critical rail project for South Bay and regional mobility.

Thank you for advancing high-quality transit to the South Bay,

Madeline Foss
[redacted]
[redacted]

From: Madeline Thomas
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 8:42:00 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear pathway to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Alternative is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

Madeline Thomas
[redacted]

[redacted]

From: Marcel Sereboff
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 9:20:29 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear pathway to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Alternative is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

Marcel Sereboff
[redacted]
[redacted]

From: Shayan Saadat
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 1:23:43 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the existing freight corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is the most comprehensive option with the most community benefits. We've been evaluating this for over 40 years. Evaluation of alternatives have been thorough and comprehensive.

With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA. The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery further, cost nearly $1 billion more, and generate impacts to businesses, residents, commuters, and transit riders. Hybrid LPA/ROW is supported by the City of Torrance, dozens of community, business, and labor organizations in the South Bay On Board Coalition and has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and bring this critical rail project to fruitio n.

Thank you for advancing high-quality transit to the South Bay,

Shayan Saadat
[redacted]
[redacted]

From: reena rosales
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Thursday, January 15, 2026 9:17:58 AM

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LA Metro Board Clerk,

LA Metro Directors,

Hurry up and approve the line to Torrance.

-Concerned Torrance Resident
Reena

reena rosales
[redacted]
[redacted]

From: Venecia Avina
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Thursday, January 15, 2026 11:15:40 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

Please please please approve this extension! I live in San Pedro, I am part of city council district 15 and I am always complaining about how our district is neglected. We who live in Harbor City, Harbor Gateway, Wilmington, San Pedro, Watts are also part of LA and deserve a train. Thus, the extension to Torrance is the least you can give us, and would be super helpful in supporting our commutes to the city.

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project without delay. The Hybrid Locally Preferred Alternative selected by the Board in 2024 and refined in the FEIR delivers a thoughtful and comprehensive solution. It upgrades the existing freight corridor to be safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA.

The South Bay urgently needs a transit alternative to the congested I-405 and currently lacks rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery by 2-4 years, cost nearly $1 billion more, and generate risks to drivers, businesses, and transit riders. This project is supported by dozens of community, business, and labor organizations, has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and champion this critical rail project for South Bay and regional mobility.

Thank you for advancing high-quality transit to the South Bay,

Venecia Avina
[redacted]

[redacted]

From: Matt Guevara
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 9:38:10 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes a freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining fiscally-sound. I trust the process and studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed 2-4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths. Hybrid LPA can move forward with state funding while the Hawthorne Option will require federal funds and NEPA review adding uncertainty and timeline. Let's connect the South Bay with light rail!

Matt Guevara
[redacted]
[redacted]

From: Robbie Hughes
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 1:25:31 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the existing freight corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is the most comprehensive option with the most community benefits. We've been evaluating this for over 40 years. Evaluation of alternatives have been thorough and comprehensive.

With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA. The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery further, cost nearly $1 billion more, and generate impacts to businesses, residents, commuters, and transit riders. Hybrid LPA/ROW is supported by the City of Torrance, dozens of community, business, and labor organizations in the South Bay On Board Coalition and has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and bring this critical rail project to fruitio n.

Thank you for advancing high-quality transit to the South Bay,

yours Truly Robbie Hughes

Robbie Hughes
[redacted]

[redacted]

From: David Coe
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 1:30:21 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the existing freight corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is the most comprehensive option with the most community benefits. We've been evaluating this for over 40 years. Evaluation of alternatives have been thorough and comprehensive.

With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA. The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery further, cost nearly $1 billion more, and generate impacts to businesses, residents, commuters, and transit riders. Hybrid LPA/ROW is supported by the City of Torrance, dozens of community, business, and labor organizations in the South Bay On Board Coalition and has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and bring this critical rail project to fruitio n.

Thank you for advancing high-quality transit to the South Bay,

David Coe
[redacted]
[redacted]

From: Huy Dinh
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Thursday, January 15, 2026 11:54:35 AM

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LA Metro Board Clerk,

I'll be short. We urgently need other modes of transport other than cars for our aging residents. Good transit also enables higher density residential buildings where not every adult needs a car and a parking spot for themselves. It also improve foot traffic and promote an ecosystem of more street stores and local businesses. Thanks

Huy Dinh
[redacted]
[redacted]

From: Gary Mancuso
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 9:53:33 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

Help put the South Bay and Palos Verdes areas of LA County into the modern transport era:

I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. From my understanding, this Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes a freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It will deliver on Measure R and M promises, address community concerns, and bring thousands of jobs while remaining fiscally-sound.

It's time we get this built.

Gary Mancuso
[redacted]
[redacted]

From: Sol Lagos
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Thursday, January 15, 2026 12:54:38 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project without delay. The Hybrid Locally Preferred Alternative selected by the Board in 2024 and refined in the FEIR delivers a thoughtful and comprehensive solution. It upgrades the existing freight corridor to be safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA.

The South Bay urgently needs a transit alternative to the congested I-405 and currently lacks rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery by 2-4 years, cost nearly $1 billion more, and generate risks to drivers, businesses, and transit riders. This project is supported by dozens of community, business, and labor organizations, has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and champion this critical rail project for South Bay and regional mobility.

Thank you for advancing high-quality transit to the South Bay. Transit moves the city and its people. It is vital.

Sol Lagos
[redacted]
[redacted]

From: Daniel Reyes
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 1:31:57 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents. I trust the process and the studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). Hybrid LPA will better serve equity-focus groups near the rail corridor with accessible transit stations and will be built sooner to serve more people. The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance Hybrid LPA for countywide and regional mobility.

Daniel Reyes
[redacted]
[redacted]

From: Yesenia Nava
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 2:49:46 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear path to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Option is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

Yesenia Nava
[redacted]

[redacted]

From: Ryan Smythe
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 10:01:44 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes a freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining fiscally-sound. I trust the process and studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed 2-4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths. Hybrid LPA can move forward with state funding while the Hawthorne Option will require federal funds and NEPA review adding uncertainty and timeline. Let's connect the South Bay with light rail!

Ryan Smythe
[redacted]
[redacted]

From: Angelly Cabrera
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 1:37:46 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents. I trust the process and the studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). Hybrid LPA will better serve equity-focus groups near the rail corridor with accessible transit stations and will be built sooner to serve more people. The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance Hybrid LPA for countywide and regional mobility.

Angelly Cabrera
[redacted]
[redacted]

From: Ximmy Wang
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 1:47:09 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear path to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Option is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

Ximmy Wang
[redacted]

[redacted]

From: Julie Guthrie
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 10:19:26 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of Hawthorne, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear pathway to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Alternative is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

Julie Guthrie
[redacted]
[redacted]

From: Matthew Banfield
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Thursday, January 15, 2026 7:18:00 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

I've been a resident of the Redondo Beach / Torrance Area for more than 20 years. This is the route option that makes the most sense from a time and cost perspective.

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance. The Hybrid Locally Preferred Alternative is a thoughtful and fully grade-separated solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents.

The Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance for countywide and regional mobility.

Matthew Banfield
[redacted]
[redacted]

From: al.shadbourne@socal.rr.com
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 10:27:41 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear pathway to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Alternative is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

[redacted]

From: Tia Triplett
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 9:49:21 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear path to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Option is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

Tia Triplett
[redacted]
[redacted]

From: Bryan Hirota
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 1:45:46 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the existing freight corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is the most comprehensive option with the most community benefits. We've been evaluating this for over 40 years. Evaluation of alternatives have been thorough and comprehensive.

With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA. The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery further, cost nearly $1 billion more, and generate impacts to businesses, residents, commuters, and transit riders. Hybrid LPA/ROW is supported by the City of Torrance, dozens of community, business, and labor organizations in the South Bay On Board Coalition and has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and bring this critical rail project to fruitio n.

Thank you for advancing high-quality transit to the South Bay,

Bryan Hirota
[redacted]

[redacted]

From:	w wong
To:	Board Clerk; Metro, CLine
Subject:	(EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date:	Thursday, January 15, 2026 7:32:51 PM

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BCC: southbayforward@gmail.com, annet@southbaycities.org, ayoon@bos.lacounty.gov, msanchez@bos.lacounty.gov, bfish@bos.lacounty.gov, vgomez@bos.lacounty.gov, fdutra@cityofwhittier.org, jbutts@cityofinglewood.org, FourthDistrict@bos.lacounty.gov, HollyJMitchell@bos.lacounty.gov, mbohlke@sbcglobal.net, ThirdDistrict@bos.lacounty.gov, Jorenstein@bos.lacounty.gov, jdupontw@aol.com, firstdistrict@bos.lacounty.gov, Kathryn@bos.lacounty.gov, anajarian@glendaleca.gov, councilmember.yaroslavsky@lacity.org, lamont.cobb@lacity.org, councilmember.padilla@lacity.org, kristen.pawling@lacity.org, vahid.khorsand@lacity.org, gloria.roberts@dot.ca.gov

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of [the South Bay], I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project without delay. The Hybrid Locally Preferred Alternative selected by the Board in 2024 and refined in the FEIR delivers a thoughtful and comprehensive solution. It upgrades the existing freight corridor to be safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. With the new K Line and LAX Metro station, this project provides a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA.

The South Bay urgently needs a transit alternative to the congested I-405 and currently lacks rapid transit. While Metro has expanded rail across the County, the Extension to Torrance—promised in Measure R and Measure M—is long overdue. The Hybrid LPA avoids added cost and approvals for the Hawthorne alternative, which could delay delivery by 2-4 years, cost nearly $1 billion more, and disrupt roads and transit riders. This project is supported by dozens of community, business, and labor organizations, has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and champion this critical project for South Bay and regional mobility.

I have been waiting for this to happen for over 45 years. I live in Torrance. I use Metro buses to go to college at Cal State LA in 1978. I started working at Hughes Aircraft Company in El Segundo at 1980. I was hoping I can use it to go to work. Now I am retire, I use the rails and buses to get around Los Angeles with friends and Metro Buddies. I love

the freedom of seeing the cities and not just the road when I am driving. I go to Santa Monica, Long Beach, Pasadena, downtown LA, Chinatown, Little Tokyo, Olveria Street.historical museums, art museums, and special events. I save a lot of parking and gas costs to visit these places. I enjoy seeing young people , babies and pets on the rails and buses. I see Waymo driving around and delivery robot carts going down the street of LA. Nice to get out to see things that I will never see in my neighborhood. I live close to Pacific Coast highway and Crenshaw. I can get on the Metro bus to get to Torrance Transit Center. Once i get on the Metro Rail C line, I can spread my wings to go in any direction of the city. The ride is smooth and quiet and fast. Please make it happen. I can't wait any longer because I am getting old. My husband died 7 years ago and he was waiting for it to happen too.

Thank you for advancing high-quality transit to the South Bay,
Lily Wong
Torrance

From: Zia Hashmi
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Thursday, January 15, 2026 9:53:04 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project without delay. The Hybrid Locally Preferred Alternative selected by the Board in 2024 and refined in the FEIR delivers a thoughtful and comprehensive solution. It upgrades the existing freight corridor to be safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA.

The South Bay urgently needs a transit alternative to the congested I-405 and currently lacks rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery by 2-4 years, cost nearly $1 billion more, and generate risks to drivers, businesses, and transit riders. This project is supported by dozens of community, business, and labor organizations, has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and champion this critical rail project for South Bay and regional mobility.

Thank you for advancing high-quality transit to the South Bay,

Zia Hashmi
[redacted]
[redacted]

From: Patrick Lahey
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 10:48:25 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

This project needs to be approved with the hybrid LPA for the betterment of the South Bay both short and long term.

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear pathway to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Alternative is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

Patrick Lahey
[redacted]
[redacted]

From: Mark Schwartz
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 1:47:15 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the existing freight corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is the most comprehensive option with the most community benefits. We've been evaluating this for over 40 years. Evaluation of alternatives have been thorough and comprehensive.

With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA. The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery further, cost nearly $1 billion more, and generate impacts to businesses, residents, commuters, and transit riders. Hybrid LPA/ROW is supported by the City of Torrance, dozens of community, business, and labor organizations in the South Bay On Board Coalition and has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and bring this critical rail project to fruitio n.

Thank you for advancing high-quality transit to the South Bay,

Mark Schwartz

From: STEVE TAKEMOTO
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 5:43:32 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of Redondo Beach, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative modernizes a freight corridor Metro already owns, improves safety and noise, and provides an under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region.

I am looking forward to the time when Metro Transit is a viable option to connect me and my family to the rest of the LA Basin. I am very disappointed in Supervisor Holly Mitchell for objecting to this project and putting the interests of a few hundred homeowners above the millions of other residents that she represents. Her "Not in my Backyard" stance has provoked my anger to the point that I will actively use my influence to discourage all of my friends from supporting her in her next election.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed at least 4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths without displacement. Hybrid LPA can move forward with state funding while the Hawthorne Option will require further delays with federal funds and NEPA adding uncertainty and timeline. Further delays are not progress. I trust 40+ years of study, analysis, and expertise. Bring rail now!

STEVE TAKEMOTO
[redacted]

[redacted]

From: Bradley Potter
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 1:59:27 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the existing freight corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is the most comprehensive option with the most community benefits. We've been evaluating this for over 40 years. Evaluation of alternatives have been thorough and comprehensive.

With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA. The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery further, cost nearly $1 billion more, and generate impacts to businesses, residents, commuters, and transit riders. Hybrid LPA/ROW is supported by the City of Torrance, dozens of community, business, and labor organizations in the South Bay On Board Coalition and has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and bring this critical rail project to fruitio n.

This project will help reshape LA

Thank you for advancing high-quality transit to the South Bay,
Brad

[redacted]

[redacted]

From: Sp Cherukupally
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 4:54:01 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative modernizes a freight corridor Metro already owns, improves safety and noise, and provides an under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed at least 4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths without displacement. Hybrid LPA can move forward with state funding while the Hawthorne Option will require further delays with federal funds and NEPA adding uncertainty and timeline. Further delays are not progress. I trust 40+ years of study, analysis, and expertise. Bring rail now!

Sp Cherukupally
[redacted]
[redacted]

From: MICHAEL TUNG
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Thursday, January 15, 2026 11:20:35 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project without delay. The Hybrid Locally Preferred Alternative selected by the Board in 2024 and refined in the FEIR delivers a thoughtful and comprehensive solution. It upgrades the existing freight corridor to be safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA.

The South Bay urgently needs a transit alternative to the congested I-405 and currently lacks rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery by 2-4 years, cost nearly $1 billion more, and generate risks to drivers, businesses, and transit riders. This project is supported by dozens of community, business, and labor organizations, has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and champion this critical rail project for South Bay and regional mobility.

Thank you for advancing high-quality transit to the South Bay,

MICHAEL TUNG
[redacted]
[redacted]

From: Benjamin Beckwith
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 10:52:15 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear pathway to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Alternative is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

Benjamin Beckwith
[redacted]
[redacted]

From: Sp Cherukupally
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 4:54:01 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative modernizes a freight corridor Metro already owns, improves safety and noise, and provides an under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed at least 4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths without displacement. Hybrid LPA can move forward with state funding while the Hawthorne Option will require further delays with federal funds and NEPA adding uncertainty and timeline. Further delays are not progress. I trust 40+ years of study, analysis, and expertise. Bring rail now!

Sp Cherukupally
[redacted]
[redacted]

From: Brenton Caldwell
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Friday, January 16, 2026 4:10:37 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project without delay. The Hybrid Locally Preferred Alternative selected by the Board in 2024 and refined in the FEIR delivers a thoughtful and comprehensive solution. It upgrades the existing freight corridor to be safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA.

The South Bay urgently needs a transit alternative to the congested I-405 and currently lacks rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery by 2-4 years, cost nearly $1 billion more, and generate risks to drivers, businesses, and transit riders. This project is supported by dozens of community, business, and labor organizations, has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and champion this critical rail project for South Bay and regional mobility.

Thank you for advancing high-quality transit to the South Bay,

Brenton Caldwell
[redacted]
[redacted]

From: Eric Thompson-Martin
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 10:57:59 AM

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LA Metro Board Clerk,

Dear LA Metro Directors and Chair Dutra,

I live and work on the westside (Mar Vista, 90066), and my grandfather lives in an assisted living community in Torrance. I am his nearest relative and I try to visit him when I can. When visiting him I get stuck in horrible 405 traffic, sometimes in both directions. My family shares 1 car, and when that car is needed by someone else it takes me nearly 2 hours to reach him by transit. My situation is in no way unique. In fact many people face far more significant burdens as a result of the lack of robust public transportation in the South Bay. Building more lanes for cars will never solve this problem and does not serve people with limited or no access to a personal vehicle. We need to invest in rapid and dignified alternatives to driving in the South Bay.

With that in mind, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes a freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining fiscally-sound. I trust the process and studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed 2-4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths. Hybrid LPA can move forward with state funding while the Hawthorne Option will require federal funds and NEPA review adding uncertainty and timeline. Let's connect the South Bay with light rail!

Eric Thompson-Martin
[redacted]

[redacted]

From: Sandra Fatani
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 2:06:26 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the existing freight corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is the most comprehensive option with the most community benefits. We've been evaluating this for over 40 years. Evaluation of alternatives have been thorough and comprehensive.

With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA. The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery further, cost nearly $1 billion more, and generate impacts to businesses, residents, commuters, and transit riders. Hybrid LPA/ROW is supported by the City of Torrance, dozens of community, business, and labor organizations in the South Bay On Board Coalition and has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and bring this critical rail project to fruitio n.

Thank you for advancing high-quality transit to the South Bay,

Sandra Fatani
[redacted]
[redacted]

From: Shelley Cartland
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 8:56:29 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The South Bay has been inundated with increasing amounts of traffic, and having meaningful public transport would add to our quality of life while cutting down on pollution! I'm especially optimistic about it connecting to LAX and providing access to more jobs across the region.

The Hybrid Locally Preferred Alternative modernizes a freight corridor Metro already owns, improves safety and noise, and provides an under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed at least 4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths without displacement. Hybrid LPA can move forward with state funding while the Hawthorne Option will require further delays with federal funds and NEPA adding uncertainty and timeline. Further delays are not progress. I trust 40+ years of study, analysis, and expertise. Bring rail now!

Thank you,
Shelley Cartland
Redondo Beach Resident

[redacted]

From: Miguel Castaneda
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Friday, January 16, 2026 7:17:04 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

I am writing to express my enthusiastic support for the proposed rail line extension. Having moved to the United States as an adult in 2010, I have never driven a car; instead, I grew up in an environment where robust public transportation was the backbone of daily life. From experience, I can attest that rail travel is far more efficient and sustainable than our current reliance on personal vehicles. As a resident of Torrance, my family would immensely benefit from a direct, reliable connection to LAX and the stadiums in Inglewood. Removing the stress of traffic and parking for these major hubs would significantly improve our quality of life and better integrate our community with the rest of the region.
While I understand this extension is just one step, I view it as a vital catalyst for our city's future. My hope is that this project creates a "flywheel effect"—where the success of this initial line builds the momentum and public trust necessary to expand into a comprehensive network of routes. By investing in this infrastructure now, we are choosing a more accessible, environmentally friendly, and connected Torrance. I urge the Council to move forward with this project to ensure our city remains a forward-thinking place to live for all residents, regardless of whether they own a vehicle.

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance. The Hybrid Locally Preferred Alternative is a thoughtful and fully grade-separated solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents.

The Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced

from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance for countywide and regional mobility.

Miguel Castaneda
[redacted]
[redacted]

From: Cristina Korzon
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 10:58:09 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes a freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining fiscally-sound. I trust the process and studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed 2-4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths. Hybrid LPA can move forward with state funding while the Hawthorne Option will require federal funds and NEPA review adding uncertainty and timeline. Let's connect the South Bay with light rail!

Cristina Korzon
[redacted]
[redacted]

From: Matthew Yee
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 2:13:16 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents. I trust the process and the studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). Hybrid LPA will better serve equity-focus groups near the rail corridor with accessible transit stations and will be built sooner to serve more people. The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance Hybrid LPA for countywide and regional mobility.

Matthew Yee
[redacted]
[redacted]

From: Angela Stark
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Friday, January 16, 2026 7:20:09 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project without delay. The Hybrid Locally Preferred Alternative selected by the Board in 2024 and refined in the FEIR delivers a thoughtful and comprehensive solution. It upgrades the existing freight corridor to be safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA.

The South Bay urgently needs a transit alternative to the congested I-405 and currently lacks rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery by 2-4 years, cost nearly $1 billion more, and generate risks to drivers, businesses, and transit riders. This project is supported by dozens of community, business, and labor organizations, has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and champion this critical rail project for South Bay and regional mobility.

Thank you for advancing high-quality transit to the South Bay,

Angela Stark
[redacted]
[redacted]

From: Renee Krieger
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 12:19:56 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear path to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Option is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

Best,
Renee Krieger

Renee Krieger
[redacted]
[redacted]

From: Alan Vazquez
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 2:18:51 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of DTLA who needs to use public transit to get around, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the existing freight corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is the most comprehensive option with the most community benefits. We've been evaluating this for over 40 years. Evaluation of alternatives have been thorough and comprehensive.

With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA. The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery further, cost nearly $1 billion more, and generate impacts to businesses, residents, commuters, and transit riders. Hybrid LPA/ROW is supported by the City of Torrance, dozens of community, business, and labor organizations in the South Bay On Board Coalition and has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and bring this critical rail project to fruitio n.

Thank you for advancing high-quality transit to the greater LA County region,

Alan Vazquez

[redacted]

From: Mike Albert
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 11:18:45 AM

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LA Metro Board Clerk,

Dear Metro Board,
I want to urge you to vote to approve the C/K line extension into Torrance. As someone who supported Measure M, and who supports transit for environmental and quality of life reasons, I want to be able to actually use transit to navigate around our city. However, too often, the need to reach transit in order to use it gets in the way. Having access to light rail from the Torrance Transit station will go a long way toward making it possible for thousands of people in the South Bay to use the growing Metro system to reach destinations without polluting the air, and clogging our freeways. Your vote is a vote for our future. Please vote to go forward.
Thank you,

Mike Albert
[redacted]
[redacted] [redacted]

From: Mahaley Mahe
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 2:20:06 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the existing freight corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is the most comprehensive option with the most community benefits. We've been evaluating this for over 40 years. Evaluation of alternatives have been thorough and comprehensive.

With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA. The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery further, cost nearly $1 billion more, and generate impacts to businesses, residents, commuters, and transit riders. Hybrid LPA/ROW is supported by the City of Torrance, dozens of community, business, and labor organizations in the South Bay On Board Coalition and has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and bring this critical rail project to fruitio n.

Thank you for advancing high-quality transit to the South Bay,

Mahaley Mahe
[redacted]
[redacted]

From: Pam Santatikul
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Friday, January 16, 2026 11:28:38 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay and directly in Old Torrance, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project without delay. The Hybrid Locally Preferred Alternative selected by the Board in 2024 and refined in the FEIR delivers a thoughtful and comprehensive solution. It upgrades the existing freight corridor to be safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA.

I will be using this reguarly and I see great benefit to the South Bay community and the rest of Los Angeles for this connection.

The South Bay urgently needs a transit alternative to the congested I-405 and currently lacks rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery by 2-4 years, cost nearly $1 billion more, and generate risks to drivers, businesses, and transit riders. This project is supported by dozens of community, business, and labor organizations, has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and champion this critical rail project for South Bay and regional mobility.

Thank you for advancing high-quality transit to the South Bay,

Pam Santatikul
[redacted]
[redacted]

From: Constance Sullivan
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 11:52:54 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear pathway to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Alternative is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

Constance Sullivan
[redacted]

[redacted]

From: Reggie Jue
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 11:34:43 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative modernizes a freight corridor Metro already owns, improves safety and noise, and provides an under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed at least 4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths without displacement. Hybrid LPA can move forward with state funding while the Hawthorne Option will require further delays with federal funds and NEPA adding uncertainty and timeline. Further delays are not progress. I trust 40+ years of study, analysis, and expertise. Bring rail now!

Reggie Jue
[redacted]
[redacted]

From: Brian Danihel
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Friday, January 16, 2026 2:36:06 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance. The Hybrid Locally Preferred Alternative is a thoughtful and fully grade-separated solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents.

The Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance for countywide and regional mobility.

As someone who spends nearly 4 hours daily commuting from Torrance to Culver City and back, this extension would greatly cut down on my trip time and save me and countless others hours of commuting time a day.

Brian Danihel
[redacted]
[redacted]

From: Karol McQueary
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 2:20:44 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents. I trust the process and the studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). Hybrid LPA will better serve equity-focus groups near the rail corridor with accessible transit stations and will be built sooner to serve more people. The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance Hybrid LPA for countywide and regional mobility.

Karol McQueary
[redacted]
[redacted]

From: Pauline Kim
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 4:56:03 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear path to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Option is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.
From,
Pauline Kim
Torrance
[redacted]

Pauline Kim
[redacted]

[redacted]

From: Eitan Myron
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 11:55:07 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes a freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining fiscally-sound. I trust the process and studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed 2-4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths. Hybrid LPA can move forward with state funding while the Hawthorne Option will require federal funds and NEPA review adding uncertainty and timeline. Let's connect the South Bay with light rail!

Eitan Myron
[redacted]
[redacted]

From: Branden McBirney
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 11:59:00 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear pathway to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Alternative is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

Branden McBirney
[redacted]
[redacted]

From: Paula Canlas
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 4:56:36 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative modernizes a freight corridor Metro already owns, improves safety and noise, and provides an under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed at least 4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths without displacement. Hybrid LPA can move forward with state funding while the Hawthorne Option will require further delays with federal funds and NEPA adding uncertainty and timeline. Further delays are not progress. I trust 40+ years of study, analysis, and expertise. Bring rail now!

Paula Canlas
[redacted]
[redacted]

From: MONICA MURILLO
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 2:23:16 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents. I trust the process and the studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). Hybrid LPA will better serve equity-focus groups near the rail corridor with accessible transit stations and will be built sooner to serve more people. The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance Hybrid LPA for countywide and regional mobility.

MONICA MURILLO
[redacted]
[redacted]

From: Cynthia Annulli
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Friday, January 16, 2026 5:14:37 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project without delay. The Hybrid Locally Preferred Alternative selected by the Board in 2024 and refined in the FEIR delivers a thoughtful and comprehensive solution. It upgrades the existing freight corridor to be safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA.

The South Bay urgently needs a transit alternative to the congested I-405 and currently lacks rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery by 2-4 years, cost nearly $1 billion more, and generate risks to drivers, businesses, and transit riders. This project is supported by dozens of community, business, and labor organizations, has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and champion this critical rail project for South Bay and regional mobility.

Thank you for advancing high-quality transit to the South Bay,

Cynthia Annulli
[redacted]

[redacted]

From: Paul Jun
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 4:07:35 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative modernizes a freight corridor Metro already owns, improves safety and noise, and provides an under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed at least 4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths without displacement. Hybrid LPA can move forward with state funding while the Hawthorne Option will require further delays with federal funds and NEPA adding uncertainty and timeline. Further delays are not progress. I trust 40+ years of study, analysis, and expertise. Bring rail now!

Paul Jun
[redacted]
[redacted]

From: Sean Youssefi
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 12:00:28 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear pathway to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Alternative is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

Sean Youssefi
[redacted]
[redacted]

From: Morris Age
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Friday, January 16, 2026 5:16:09 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance. The Hybrid Locally Preferred Alternative is a thoughtful and fully grade-separated solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents.

The Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance for countywide and regional mobility.

Morris Age
[redacted]
[redacted]

From: Rudy Goldman
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 2:33:48 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents. I trust the process and the studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). Hybrid LPA will better serve equity-focus groups near the rail corridor with accessible transit stations and will be built sooner to serve more people. The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance Hybrid LPA for countywide and regional mobility.

Rudy Goldman
[redacted]
[redacted]

From: Nikki Iv
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 1:44:00 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative modernizes a freight corridor Metro already owns, improves safety and noise, and provides an under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed at least 4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths without displacement. Hybrid LPA can move forward with state funding while the Hawthorne Option will require further delays with federal funds and NEPA adding uncertainty and timeline. Further delays are not progress. I trust 40+ years of study, analysis, and expertise. Bring rail now!

Nikki Iv
[redacted]
[redacted]

From: Gabbie Metheny
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 12:08:18 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear pathway to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Alternative is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

Gabbie Metheny
[redacted]
[redacted]

From: Mikhail Sverdlov
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Friday, January 16, 2026 6:41:50 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance. The Hybrid Locally Preferred Alternative is a thoughtful and fully grade-separated solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents.
This will make an easy commute to see my son in Culver City.

The Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance for countywide and regional mobility.

Mikhail Sverdlov
[redacted]
[redacted]

From:	Nicholas Franco
To:	Board Clerk
Subject:	(EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date:	Monday, January 19, 2026 2:34:43 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of Los Angeles, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the existing freight corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is the most comprehensive option with the most community benefits. We've been evaluating this for over 40 years. Evaluation of alternatives have been thorough and comprehensive.

With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA. The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery further, cost nearly $1 billion more, and generate impacts to businesses, residents, commuters, and transit riders. Hybrid LPA/ROW is supported by the City of Torrance, dozens of community, business, and labor organizations in the South Bay On Board Coalition and has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and bring this critical rail project to fruitio n.

Thank you for advancing high-quality transit to the South Bay,

Nicholas Franco
[redacted]
[redacted]

From: Nick Renteria
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 7:54:14 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear path to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Option is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

Nick Renteria
[redacted]
[redacted]

From: Violet Carne
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 12:08:37 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes a freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining fiscally-sound. I trust the process and studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed 2-4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths. Hybrid LPA can move forward with state funding while the Hawthorne Option will require federal funds and NEPA review adding uncertainty and timeline. Let's connect the South Bay with light rail!

Violet Carne
[redacted]
[redacted]

From: Emily Doty
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 2:36:04 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents. I trust the process and the studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). Hybrid LPA will better serve equity-focus groups near the rail corridor with accessible transit stations and will be built sooner to serve more people. The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance Hybrid LPA for countywide and regional mobility.

Emily Doty
[redacted]
[redacted]

From: Angelo Mike
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Friday, January 16, 2026 8:30:11 PM

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LA Metro Board Clerk,

Hello Chair Dutra and Directors of the LA Metro Board,

There is no alternative to more public transportation in the South Bay and Southern California. We cannot drive our way out of bad traffic, the financial burden of car ownership, the financial burden on the city of car infrastructure, and the deaths and injuries that result from crashes. As a former driver of 10+ years who lost two cars in two separate hit and runs in LA and now who relies on transit to get around, I see that it was the work of people decades before me that made it possible for me to rely on metro. Now future generations are relying on us. On you.

I'm writing in support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project without delay. The Hybrid Locally Preferred Alternative selected by the Board in 2024 and refined in the FEIR delivers a thoughtful and comprehensive solution. It upgrades the existing freight corridor to be safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA.

The South Bay urgently needs a transit alternative to the congested I-405 and currently lacks rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery by 2-4 years, cost nearly $1 billion more, and generate risks to drivers, businesses, and transit riders. This project is supported by dozens of community, business, and labor organizations, has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and champion this critical rail project for South Bay and regional mobility.

Thank you for advancing high-quality transit to the South Bay,
Angelo Mike
[redacted]

[redacted]

From: Nibras Totonji
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 4:08:14 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear path to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Option is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

Nibras Totonji
[redacted]
[redacted]

From: Chris Tokita
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 12:11:05 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes a freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining fiscally-sound. I trust the process and studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed 2-4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths. Hybrid LPA can move forward with state funding while the Hawthorne Option will require federal funds and NEPA review adding uncertainty and timeline. Let's connect the South Bay with light rail!

Chris Tokita
[redacted]
[redacted]

From: Ann Dorsey
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Friday, January 16, 2026 9:19:13 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance. The Hybrid Locally Preferred Alternative is a thoughtful and fully grade-separated solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents.

The Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance for countywide and regional mobility.

Ann Dorsey
[redacted]

[redacted]

From: Toby Muresianu
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 2:40:02 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As an LA resident and Metro rider who frequently visits the South Bay from my home in West LA, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the existing freight corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is the most comprehensive option with the most community benefits. We've been evaluating this for over 40 years. Evaluation of alternatives have been thorough and comprehensive.

With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA. The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery further, cost nearly $1 billion more, and generate impacts to businesses, residents, commuters, and transit riders. Hybrid LPA/ROW is supported by the City of Torrance, dozens of community, business, and labor organizations in the South Bay On Board Coalition and has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and bring this critical rail project to fruitio n.

Thank you for advancing high-quality transit to the South Bay,

Toby Muresianu
[redacted]
[redacted]

From: Sheana Ahlqvist
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Friday, January 16, 2026 9:25:52 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a parent with two small children who live near the 405 and breathe its exhaust, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR to advance the project without delay. The Hybrid Locally Preferred Alternative selected by the Board in 2024 and refined in the FEIR delivers a thoughtful and comprehensive solution. It upgrades the existing freight corridor to be safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA.

The South Bay urgently needs a transit alternative to the congested I-405 and currently lacks rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery by 2-4 years, cost nearly $1 billion more, and generate risks to drivers, businesses, and transit riders. This project is supported by dozens of community, business, and labor organizations, has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and champion this critical rail project for South Bay and regional mobility.

Thank you for advancing high-quality transit to the South Bay,
Sheana

Sheana Ahlqvist
[redacted]
[redacted]

From: Johm Romero
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 2:41:04 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents. I trust the process and the studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). Hybrid LPA will better serve equity-focus groups near the rail corridor with accessible transit stations and will be built sooner to serve more people. The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance Hybrid LPA for countywide and regional mobility.

Johm Romero
[redacted]
[redacted]

From: Josh Simenhoff
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 12:11:24 PM

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LA Metro Board Clerk,

Subject: Vote for Hybrid LPA: The fiscally responsible choice for the C/K Line

Honorable Chair Dutra and LA Metro Directors,

As a taxpayer and resident of LA County, I am urging the Board to certify the Final EIR and move forward with the Hybrid LPA for the C/K Line Extension.

This is not just about transit; it is about fiscal responsibility and effective project delivery. The Hybrid LPA already has over $1.4 billion in secured funding—covering more than 52% of the total cost—and is positioned to be completed 2–4 years sooner than the Hawthorne alternative.

Choosing the Hawthorne option now would introduce significant risk by requiring new federal NEPA reviews and unsecured federal funding. We should not gamble with the project's timeline or budget when a viable, fully state-funded solution is already on the table.

Furthermore, the Hybrid LPA modernizes an existing freight corridor, solving safety and noise issues that have plagued the community for years, while delivering on the promises made in Measure R and M. Please respect the studies, the funding realities, and the timeline: certify the Hybrid LPA so we can get this built.

Sincerely,
Joshua Simenhoff

Josh Simenhoff
[redacted]
[redacted]

From: Naveen HOVEMANN
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 12:47:32 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear path to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Option is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

Naveen HOVEMANN
[redacted]

[redacted]

From: Kate Ryan
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 12:31:29 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear pathway to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Alternative is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

Kate Ryan
[redacted]
[redacted]

From: Amy Hay
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Saturday, January 17, 2026 6:24:01 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance. The Hybrid Locally Preferred Alternative is a thoughtful and fully grade-separated solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents.

The Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance for countywide and regional mobility.

Amy Hay
[redacted]
[redacted] [redacted]

From: Chloe Espy
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 2:47:16 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the existing freight corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is the most comprehensive option with the most community benefits. We've been evaluating this for over 40 years. Evaluation of alternatives have been thorough and comprehensive.

With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA. The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery further, cost nearly $1 billion more, and generate impacts to businesses, residents, commuters, and transit riders. Hybrid LPA/ROW is supported by the City of Torrance, dozens of community, business, and labor organizations in the South Bay On Board Coalition and has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and bring this critical rail project to fruitio n.

Thank you for advancing high-quality transit to the South Bay.

Chloe Espy
[redacted]
[redacted]

From: Nathan Nunez
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 1:56:22 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative modernizes a freight corridor Metro already owns, improves safety and noise, and provides an under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed at least 4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths without displacement. Hybrid LPA can move forward with state funding while the Hawthorne Option will require further delays with federal funds and NEPA adding uncertainty and timeline. Further delays are not progress. I trust 40+ years of study, analysis, and expertise. Bring rail now!

Nathan Nunez
[redacted]
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 12:32:35 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes a freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining fiscally-sound. I trust the process and studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed 2-4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths. Hybrid LPA can move forward with state funding while the Hawthorne Option will require federal funds and NEPA review adding uncertainty and timeline. Let's connect the South Bay with light rail!

[redacted]

,

From:	Monica Rivera
To:	Board Clerk
Subject:	(EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date:	Wednesday, January 21, 2026 1:53:15 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of Los Angeles County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. While I live in Montebello, this project is personally important to me. I have close friends and family in the South Bay who face long commutes and limited transit options, and I want them to benefit from the same mobility, safety, and economic opportunities that reliable public transit brings. I also used Metro frequently during my college years—including the C Line—and it played a major role in my ability to reach school, work, and internships affordably. I still use Metro today, and I strongly believe in expanding transit access across the county, not just in our own neighborhoods.

My support for the Hybrid LPA is also tied to my broader values: I'm a strong advocate for housing, transit-oriented communities, and improving quality of life through cleaner, more connected mobility options. Los Angeles County can't meet its housing, environmental, or equity goals without investing in projects like this one.

The Hybrid Locally Preferred Alternative modernizes a freight corridor Metro already owns, improves safety and noise, and provides an under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M commitments, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region. With over $1.4 billion already secured—more than 52% of total project costs—the Hybrid LPA is farther along and more financially ready than many other Metro rail projects at this phase. It will serve transit riders better with neighborhood-accessible stations rather than a station along an eight-lane highway, and importantly, it can be completed at least four years sooner than the Hawthorne Option. The plan includes mobility paths, safety upgrades, and construction mitigation without displacing residents. The Hybrid LPA can also move forward immediately with available state funding, while the Hawthorne Option would trigger NEPA review, pursue federal funding, and cause significant delays and uncertainty.

Further delays are not progress. After more than 40 years of study, community input, and

expert analysis, the data and regional needs overwhelmingly support the Hybrid LPA. For the sake of the South Bay, the region, and the countywide transit network that so many of us rely on, I strongly urge you to certify the Final EIR and move this project forward now.

Monica Rivera
[redacted]
[redacted]

From: Evan Yang
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 2:49:07 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents. I trust the process and the studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). Hybrid LPA will better serve equity-focus groups near the rail corridor with accessible transit stations and will be built sooner to serve more people. The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance Hybrid LPA for countywide and regional mobility.

Evan Yang
[redacted]
[redacted]

From: Joshua Brown
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Saturday, January 17, 2026 7:36:03 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance. The Hybrid Locally Preferred Alternative is a thoughtful and fully grade-separated solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents.

The Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance for countywide and regional mobility.

Joshua Brown
[redacted]
[redacted]

From: David Hansell
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Saturday, January 17, 2026 9:36:35 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project without delay. The Hybrid Locally Preferred Alternative selected by the Board in 2024 and refined in the FEIR delivers a thoughtful and comprehensive solution. It upgrades the existing freight corridor to be safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA.

The South Bay urgently needs a transit alternative to the congested I-405 and currently lacks rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery by 2-4 years, cost nearly $1 billion more, and generate risks to drivers, businesses, and transit riders. This project is supported by dozens of community, business, and labor organizations, has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and champion this critical rail project for South Bay and regional mobility.

Thank you for advancing high-quality transit to the South Bay,

David Hansell
[redacted]
[redacted]

From: Humaira Afzal
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 12:34:08 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a transit-dependent resident of LA County, I strongly support the C/K Line Extension to Torrance and urge you to certify the Final EIR with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear pathway to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Alternative is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

Humaira Afzal
[redacted]
[redacted]

From: Casey Gao
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 2:52:57 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a student in LA, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents. I trust the process and the studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). Hybrid LPA will better serve equity-focus groups near the rail corridor with accessible transit stations and will be built sooner to serve more people. The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance Hybrid LPA for countywide and regional mobility.

Casey Gao
[redacted]
[redacted]

From: Moni V
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 3:00:20 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As someone who goes to the South Bay frequently to see family and friends, I write in strong support of the C/K Line Extension to Torrance and the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear path to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Option is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

Moni V
[redacted]
[redacted]

From: Michelle Lowry
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 4:48:09 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and the staff-recommended Hybrid LPA.

Since welcoming my child, the way I think about transportation has changed. Reliable, safe, and accessible transit isn't just a convenience—it's about time, health, and quality of life. Time not spent sitting in traffic is time families can spend together. Reduced congestion and cleaner air directly affect the world our children are growing up in.

The South Bay is home to thousands of families who juggle work, childcare, medical appointments, and daily responsibilities while navigating some of the most congested roads in the region. Extending the C/K Line would ease that burden, give families more dependable options, and make our communities more connected and livable.

Approving this extension is an investment in families, in equity, and in a future where raising children in the South Bay is a little less stressful and a lot more sustainable. I hope you will move this important project forward.

Michelle Lowry
[redacted]
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 12:34:42 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes a freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining fiscally-sound. I trust the process and studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed 2-4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths. Hybrid LPA can move forward with state funding while the Hawthorne Option will require federal funds and NEPA review adding uncertainty and timeline. Let's connect the South Bay with light rail!

[redacted]

,

From: Jason Shuieh
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Saturday, January 17, 2026 9:41:43 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance. The Hybrid Locally Preferred Alternative is a thoughtful and fully grade-separated solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents.

The Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance for countywide and regional mobility.

Jason Shuieh
[redacted]

[redacted]

From: Gail Robillard
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 2:56:45 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

I lived in the South Bay for 36 years; I recently moved to Indio in retirement, partially for affordability reasons. As a past resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project with the staff-recommended Hybrid LPA. This extension would have made a significant difference in the quality of my life when I was living in the South Bay. It brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA. The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. This project is long overdue. Please certify the Final EIR and bring this critical rail project to fruition.

Thank you for advancing high-quality transit to the South Bay,

Gail Robillard
[redacted]
[redacted]

From: Matt Yeung
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 2:08:20 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative modernizes a freight corridor Metro already owns, improves safety and noise, and provides an under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed at least 4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths without displacement. Hybrid LPA can move forward with state funding while the Hawthorne Option will require further delays with federal funds and NEPA adding uncertainty and timeline. Further delays are not progress. I trust 40+ years of study, analysis, and expertise. Bring rail now!

Matt Yeung
[redacted]
[redacted]

From: Nathaniel Ray
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Saturday, January 17, 2026 10:26:46 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project without delay. The Hybrid Locally Preferred Alternative selected by the Board in 2024 and refined in the FEIR delivers a thoughtful and comprehensive solution. It upgrades the existing freight corridor to be safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA.

The South Bay urgently needs a transit alternative to the congested I-405 and currently lacks rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery by 2-4 years, cost nearly $1 billion more, and generate risks to drivers, businesses, and transit riders. This project is supported by dozens of community, business, and labor organizations, has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and champion this critical rail project for South Bay and regional mobility.

Thank you for advancing high-quality transit to the South Bay,

Nathaniel Ray
[redacted]
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 3:00:10 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents. I trust the process and the studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). Hybrid LPA will better serve equity-focus groups near the rail corridor with accessible transit stations and will be built sooner to serve more people. The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance Hybrid LPA for countywide and regional mobility.

[redacted]

,

From: Matthew Olson
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 12:43:05 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes a freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining fiscally-sound. I trust the process and studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed 2-4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths. Hybrid LPA can move forward with state funding while the Hawthorne Option will require federal funds and NEPA review adding uncertainty and timeline. Let's connect the South Bay with light rail!

Matthew Olson
[redacted]
[redacted]

From: Martina Bernstein
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 2:04:50 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As the grandparent of two girls residing in the South Bay, I write in strong support of the C/K Line Extension to Torrance and the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear path to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Option is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

Martina Bernstein
[redacted]
[redacted]

From: Daniel Gottesman
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 12:54:33 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a frequent visitor to the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear pathway to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Alternative is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

Daniel Gottesman
[redacted]
[redacted]

From: Thalia Hernandez
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 3:07:49 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the existing freight corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is the most comprehensive option with the most community benefits. We've been evaluating this for over 40 years. Evaluation of alternatives have been thorough and comprehensive.

With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA. The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery further, cost nearly $1 billion more, and generate impacts to businesses, residents, commuters, and transit riders. Hybrid LPA/ROW is supported by the City of Torrance, dozens of community, business, and labor organizations in the South Bay On Board Coalition and has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and bring this critical rail project to fruitio n.

Thank you for advancing high-quality transit to the South Bay,

Thalia Hernandez
[redacted]

[redacted]

From: Christine S
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Saturday, January 17, 2026 12:08:59 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project with the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative selected by the Board in 2024 and refined in the FEIR delivers a thoughtful and comprehensive solution. It upgrades the existing freight corridor to be safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA.

The South Bay urgently needs a transit alternative to the congested I-405 and currently lacks rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery by 2-4 years, cost nearly $1 billion more, and generate risks to drivers, businesses, and transit riders. This project is supported by the City of Torrance, dozens of community, business, and labor organizations and has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and champion this critical rail project for South Bay and regional mobility.

Thank you for advancing high-quality transit to the South Bay,

Christine S
[redacted]

[redacted]

From: Maggie Chen
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 11:13:15 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear path to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Option is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

Maggie Chen
[redacted]
[redacted]

From: Sandra Kim
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Saturday, January 17, 2026 12:54:33 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project with the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative selected by the Board in 2024 and refined in the FEIR delivers a thoughtful and comprehensive solution. It upgrades the existing freight corridor to be safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA.

The South Bay urgently needs a transit alternative to the congested I-405 and currently lacks rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery by 2-4 years, cost nearly $1 billion more, and generate risks to drivers, businesses, and transit riders. This project is supported by the City of Torrance, dozens of community, business, and labor organizations and has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and champion this critical rail project for South Bay and regional mobility.

Thank you for advancing high-quality transit to the South Bay,

Sandra Kim
[redacted]
[redacted]

From: Gregg Dalbert
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 12:57:27 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a Metro user and resident of LA County, I am asking that you follow the needs and desires of the majority of stakeholders, and certify the final EIR for the C/K Line Extension to Torrance, specifically the "Hybrid alignment" as recommended by Metro staff.

This project was promised in Measure M, an initiative that I voted for. Hybrid LPA is 52% funded and will run on a right of way that Metro already owns, and which already has an existing freight rail line. It is not right that a relative handful of homeowners should be able to hijack this plan with the aim of rerouting it or killing it outright.

Given the fact that Hybrid LPA includes improvements to the existing freight corridor, improves safety & noise, and is environmentally sound, there seems to be no valid reason for local homeowners to oppose it. This suggests that the opposition is based on non-valid criteria, and therefore Metro should dismiss such a blatantly cynical movement outright.

Completion of the C line to Torrance and Hybrid LPA would result in enormous benefits for residents of the South Bay, including Torrance and Long Beach. This would positively affect a vast number of riders in the South Bay and beyond -- far more people than those who oppose the plan.

I urge you all to reject the cynical gamesmanship of the opposition, and see this already half-funded project to completion, for the people of LA County and the South Bay.

Gregg Dalbert
[redacted]
[redacted]

From: Tedrik Darling
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 3:15:39 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the existing freight corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is the most comprehensive option with the most community benefits. We've been evaluating this for over 40 years. Evaluation of alternatives have been thorough and comprehensive.

With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA. The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery further, cost nearly $1 billion more, and generate impacts to businesses, residents, commuters, and transit riders. Hybrid LPA/ROW is supported by the City of Torrance, dozens of community, business, and labor organizations in the South Bay On Board Coalition and has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and bring this critical rail project to fruitio n.

Thank you for advancing high-quality transit to the South Bay,

Tedrik Darling
[redacted]

[redacted]

From: Liam Walsh
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 1:45:40 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

I write to you as a resident of Redondo Beach who wants to see the C/K line extension completed. Please approve and certify the FEIR for the Hybrid LPA. I do not know why my city has invested in our new transit center while also arguing that the train should not connect to it. A station on Hawthorne Blvd would be dangerous for riders to cross, and make bus connections much more difficult. The Redondo Beach transit center is on the other side of the same Galleria complex, and also adjacent to the empty parking lot where the city just approved mixed-use residential and commercial development. It has ten newly constructed bus bays that serve a host of municipal lines. This is a great location for a train station.

I've read the Final EIR and responses to concerns that have been raised. They all appear appropriately addressed or will be sorted during further engineering. I understand the city can have its preference, but we cannot keep moving goalposts after every improvement, delay and added cost is included. Sound walls, grade separations, and freight safety improvements are all reasonable betterments that have been added based on community feedback. We can't afford to keep deliberating or choosing a much costlier and longer option.

I also want to stress that most of the future riders who will benefit from the project are likely unable to attend this board meeting because they have to work. Please consider not only the needs and wants of those with time to attend these meetings, but also the needs of the broader community that this project will serve. Your surveys showed that most people preferred the LPA.

The high cost and environmental impact of our current transportation system requires leadership and commitment to fix. After decades of planing this extension, let's actually get it underway and deliver the promise made to voters from measures R and M. Please approve and certify the FEIR for the hybrid LPA. Thank you.

Liam Walsh

Liam Walsh
[redacted]
[redacted]

From: Alison Pion
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 3:15:50 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents. I trust the process and the studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). Hybrid LPA will better serve equity-focus groups near the rail corridor with accessible transit stations and will be built sooner to serve more people. The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance Hybrid LPA for countywide and regional mobility.

Thank you in advance for your consideration.

Best,
Alison Pion
[redacted]

[redacted]

From: Chris Proutt
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 12:59:27 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes a freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining fiscally-sound. I trust the process and studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed 2-4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths. Hybrid LPA can move forward with state funding while the Hawthorne Option will require federal funds and NEPA review adding uncertainty and timeline. Let's connect the South Bay with light rail!

P.S. it's already gonna be right next to a live train line. There's no real reason to not have it. It's nonsense that we have to think about this.

Chris Proutt
[redacted]

[redacted]

From: Carlos Aldana
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Saturday, January 17, 2026 2:35:14 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County (and frequent traveler to South Bay for family and work) I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA.

The Hybrid Locally Preferred Alternative is a thoughtful and fully grade-separated solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents.

The Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance for countywide and regional mobility.

Most of my family lives in South Bay, and I would love to no add to traffic myself whenever I visit them, but I can't do that if the transit options are watered down.

Carlos Aldana
[redacted]

[redacted]

From: Sullivan Israel
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 1:01:53 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes a freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining fiscally-sound. I trust the process and studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed 2-4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths. Hybrid LPA can move forward with state funding while the Hawthorne Option will require federal funds and NEPA review adding uncertainty and timeline. Let's connect the South Bay with light rail!

Sullivan Israel
[redacted]
[redacted]

From:	Thomas Peterschmidt
To:	Board Clerk
Subject:	(EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date:	Monday, January 19, 2026 3:29:04 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is the most comprehensive option with the most community benefits. We've been evaluating this for over 40 years. Evaluation of alternatives have been thorough and comprehensive.

With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA. The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery further, cost nearly $1 billion more, and generate impacts to businesses, residents, commuters, and transit riders. Hybrid LPA/ROW is supported by the City of Torrance, dozens of community, business, and labor organizations in the South Bay On Board Coalition. The project has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and bring this critical rail project t o fruition.

Thank you for advancing high-quality transit to the South Bay,

Thomas Peterschmidt
[redacted]
[redacted]

From: Seema Turner
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Saturday, January 17, 2026 2:47:30 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is a thoughtful and fully grade-separated solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents.

The Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance for countywide and regional mobility.

Seema Turner
[redacted]
[redacted]

From: Kristin Marino
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 3:33:05 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of Hermosa Beach, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA.

I am a frequent transit user in the South Bay who laments the lack of transit viability in the area. The Beach Cities don't have easy access to the K line and thus to the rest of the LA Metro subway system- for example, bus connectivity from my door comes infrequently (as low as once an hour on weekends) and doubles the time it takes to get to LA City center. This presents a hardship that is unavoidable for transit users and prevents others from considering public transit as a viable means of transportation at all. The lack of convenient, reliable public transportation cuts both ways; people who want to visit our beaches are forced to do so by car. The increased car traffic causes noise and air pollution that undermines our efforts to be stewards of the land and protectors of nature.

The Hybrid LPA option will make an easy transfer from the Beach Cities to the Redondo Beach Bus Center (RBBC) Station- the transfer by bus would only be 15 minutes. The area around the RBBC is ready for development; the Hybrid LPA option extending through here would decrease the housing burden in the area without adding to the traffic burden, as folks will have non-car based accessibility to the region. This is only increased by having the MAT bike path built as part of the Hybrid LPA. The potential as a region-transforming project is due to the 40+ years of study, analysis, and expertise that went into developing this option.

My travels on public transit and by foot sometimes take me down Hawthorne Blvd- and those times are unpleasant at best and dangerous at worst. Hawthorne Blvd is an 8 lane road with cars that speed up to 50mph and come to screeching halts at stoplights. The crosswalks have very limited time limits, almost impossible to cross if there is any delay or if one has any injuries. The noise level is deafening, and there are few walking paths to stores- almost all routes risk the danger of being hit in a parking lot. It is no wonder that the Hawthorne Blvd alignment is only expected to have a small increase in ridership per the FEIR compared to the Hybrid LPA, as the area is hostile to non-car users. If the Hawthorne Option is selected, to

cross this road and wait up to an hour for bus transfers next to the highway is cruelty- if the project is even able to be finished at all due to the increased funding needed, NEPA assessments needed, and increased timeline compared to the Hybrid LPA.

I believe we have a duty to future generations to do what we can to make the world a better place for them. The Hybrid LPA is the work of many generations over 40+ years to do just that. Our children already will have to reckon with the worst effects of climate change, their cursed inheritance- they will have enough to fight without having to work on making the C/K Line Extension happen. I want them to work on future projects like the K Line extension North and ultimately the K Line extension to Long Beach. I want them to work on projects that we haven't even imagined yet. But this will only be the case if we move forward with the C/K Line Extension and choose the Hybrid LPA now.

Kristin Marino
[redacted]
[redacted]

From: Pauline Nazareno
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 1:10:41 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear pathway to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Alternative is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

Best,
Pauline Nazareno

[redacted]

From: Anna Stopa
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Saturday, January 17, 2026 2:54:40 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project with the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative selected by the Board in 2024 and refined in the FEIR delivers a thoughtful and comprehensive solution. It upgrades the existing freight corridor to be safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA.

The South Bay urgently needs a transit alternative to the congested I-405 and currently lacks rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery by 2-4 years, cost nearly $1 billion more, and generate risks to drivers, businesses, and transit riders. This project is supported by the City of Torrance, dozens of community, business, and labor organizations and has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and champion this critical rail project for South Bay and regional mobility.

Thank you for advancing high-quality transit to the South Bay,

Anna Stopa
[redacted]
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 10:52:12 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of tLos Angeles, I write in strong support of the C/K Line Extension to Torrance and the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear path to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Option is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

[redacted]

From: Daniel O"Toole
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 3:37:57 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents. I trust the process and the studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). Hybrid LPA will better serve equity-focus groups near the rail corridor with accessible transit stations and will be built sooner to serve more people. The Hybrid LPA is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance Hybrid LPA for countywide and regional mobility.

Daniel O'Toole
[redacted]
[redacted]

From: Connor Reyes-Thomas
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Saturday, January 17, 2026 2:56:10 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is a thoughtful and fully grade-separated solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents.

The Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance for countywide and regional mobility.

As someone who is as of now unable to drive, public transit has been and still is the best way for me to travel the city, to get where I need to go and do what I need to do. I use it almost every day. And when I ride, I see many others on there, others who also need this service. I am sure that this is true for many, many more people than you would think. If this project goes through, we will be able to go even further, travel to places we need to go more easily. It will be a massive boon to us, and to the entire community.

I know that there are those who do not want this project to happen. I respect their words, but cannot agree with them. Their beliefs that it will pollute the environment are quite baseless (public transit of all kinds produce far fewer emissions per passenger than cars, which I a

know plenty of them use) and I sincerity doubt it will cause more noise than they seem to think. You cannot let the words of a handful of misinformed (and lets be honest, selfish) individuals get in the way of a project that will benefit so many people.

For the people who cannot drive, for those who want a quick way to go further, and to those who want to be more green, I must ask of you: let this project go through!

Connor Reyes-Thomas
[redacted]
[redacted]

From: Kevin SoeWin
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 1:44:56 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a supporter of the South Bay, I write in strong support of the C/K Line Extension to Torrance and the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear path to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Option is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

Kevin SoeWin
[redacted]
[redacted]

From: Mariam Afzal
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 1:19:14 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

I enjoy taking the metro whenever possible and accessible.

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes a freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining fiscally-sound. I trust the process and studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed 2-4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths. Hybrid LPA can move forward with state funding while the Hawthorne Option will require federal funds and NEPA review adding uncertainty and timeline. Let's connect the South Bay with light rail!

Mariam Afzal
[redacted]

[redacted]

From: Anders Danryd
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 3:43:59 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of Playa Del Rey, my closest and most used line is the K line. I grew up in Redondo beach, and voted yes on measure M with the explicit reason to bring rail to the South Bay along the metro owned harbor subdivision right of way. The Locally Preferred Alternative with hybrid alignment selected running along the right of way is the right choice for the South Bay. It makes safety and noise improvements to the aging freight track, and provides a fast and frequent connection from the South Bay to LAX, playa del Rey, and soon mid-city and West Hollywood. The improvements to the green space in Lawndale will provide the local population with parks and green space for the community.

I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. I trust the process and the studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured, over 50% of the total project cost. Switching to a Hawthorne alignment would increase this number over $700 million for only 300 more projected riders, and a slower ride. Additionally, selecting the LPA will avoid complicated coordination with CalTrans and avoid placing trains in the middle of a busy highway along Hawthorne boulevard. Now is the time to champion and advance certification and approval of the C Line to Torrance Hybrid LPA for countywide and regional mobility.

Anders Danryd
[redacted]
[redacted]

From: Laura Ortiz
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 3:59:50 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is the most comprehensive option with the most community benefits. We've been evaluating this for over 40 years. Evaluation of alternatives have been thorough and comprehensive.

With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA. The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery further, cost nearly $1 billion more, and generate impacts to businesses, residents, commuters, and transit riders. Hybrid LPA/ROW is supported by the City of Torrance, dozens of community, business, and labor organizations in the South Bay On Board Coalition. The project has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and bring this critical rail project t o fruition.

Thank you for advancing high-quality transit to the South Bay,

Laura Ortiz
[redacted]
[redacted]

From: casey law
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Saturday, January 17, 2026 3:29:04 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is a thoughtful and fully grade-separated solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents.

The Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance for countywide and regional mobility.

casey law
[redacted]
[redacted]

From: KEVIN SCOTT
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 8:40:44 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear path to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Option is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

KEVIN SCOTT
[redacted]
[redacted]

From: Kim Krempien
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 1:52:30 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of Los Angeles, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR with the staff-recommended Hybrid LPA.

The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear pathway to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Alternative is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

The residents of the South Bay deserve a safe, reliable, low-carbon transportation option that allows them to connect to the rest of the city.

Thank you for your time and attention to this matter.

Kim Krempien
[redacted]
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 4:00:03 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents. I trust the process and the studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). Hybrid LPA will better serve equity-focus groups near the rail corridor with accessible transit stations and will be built sooner to serve more people. The Hybrid LPA is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance Hybrid LPA for countywide and regional mobility.

[redacted]

,

From: John Rieth
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Saturday, January 17, 2026 5:24:50 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is a thoughtful and fully grade-separated solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents.

The Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance for countywide and regional mobility.

John Rieth
[redacted]
[redacted]

From: Clayton Becker
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 1:56:38 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes a freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining fiscally-sound. I trust the process and studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed 2-4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths. Hybrid LPA can move forward with state funding while the Hawthorne Option will require federal funds and NEPA review adding uncertainty and timeline. Let's connect the South Bay with light rail!

Clayton Becker
[redacted]
[redacted]

From: Ken Wakita
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 9:10:31 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear path to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Option is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

Ken Wakita
[redacted]

[redacted]

From: John Rieth
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Saturday, January 17, 2026 5:24:50 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is a thoughtful and fully grade-separated solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents.

The Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance for countywide and regional mobility.

John Rieth
[redacted]
[redacted]

From: Tyler Anderson
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 4:02:48 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is the most comprehensive option with the most community benefits. We've been evaluating this for over 40 years. Evaluation of alternatives have been thorough and comprehensive.

With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA. The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery further, cost nearly $1 billion more, and generate impacts to businesses, residents, commuters, and transit riders. Hybrid LPA/ROW is supported by the City of Torrance, dozens of community, business, and labor organizations in the South Bay On Board Coalition. The project has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and bring this critical rail project t o fruition.

Thank you for advancing high-quality transit to the South Bay,

Tyler Anderson
[redacted]
[redacted]

From: Kelci Boynton
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 3:49:58 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear path to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Option is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

Kelci Boynton
[redacted]
[redacted]

From: Justin Levy
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 1:59:17 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the Los Angeles area, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear pathway to construction.

Additionally, Id like to add that as a Born and raised Angelino of 35 years, I've seen the quality of life in this city and region drop precipitously year over year. A lot of it is because of bad transportation and housing policies. Yet for some reason the members of this board seem hell bent on stopping housing and public transit construction and continuing the same failed policies. ENOUGH!!!!! Just build the damn line as its planned. If you Don't then Ill encourage my friends, family and social network to elected people who will. In essence build the C/K extension, and make it easier to build housing, or you will all loose your jobs.... as you should.... WHAT A DISGRACE. You all should be highly ashamed. My high rent and time wasted in traffic, fall directly on your inept hands.

Justin Levy
[redacted]

[redacted]

From: Chandra Ramalingam
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Saturday, January 17, 2026 6:30:51 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is a thoughtful and fully grade-separated solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents.

The Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance for countywide and regional mobility.

Chandra Ramalingam
[redacted]
[redacted]

From: Courtney Miles
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 2:11:55 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes a freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining fiscally-sound. I trust the process and studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed 2-4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths. Hybrid LPA can move forward with state funding while the Hawthorne Option will require federal funds and NEPA review adding uncertainty and timeline. Let's connect the South Bay with light rail!

Courtney Miles
[redacted]
[redacted]

From: Kayla Yang
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 1:24:00 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear path to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Option is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

Kayla Yang
[redacted]
[redacted]

From: Ruth Stevens
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 4:13:42 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents. I trust the process and the studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). Hybrid LPA will better serve equity-focus groups near the rail corridor with accessible transit stations and will be built sooner to serve more people. The Hybrid LPA is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance Hybrid LPA for countywide and regional mobility. We need to do something about traffic and congestion!

Ruth Stevens
[redacted]
[redacted]

From: Angelo Mike
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 2:16:45 PM

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LA Metro Board Clerk,

Hello Chair Dutra and LA Metro Directors,

I was a driver for over ten years, spanning my time living in my home state of Virginia to moving here to LA for my film dreams. It was here that I lost a car to an overnight hit and run, then a second car to an overnight hit and run, and have since been car free for over four years. I rely on metro and biking to get around, which means I see laid bare just how inadequate our transit infrastructure is. We cannot drive our way out of mobility problems and bad traffic; one private vehicle usually carries around little over one person at great expense to person and to the city to sustain infrastructure for it, as well as to everyone else who breathes in its pollution and loses living space for car infrastructure. But one bus or one metro train can carry dozens or hundreds of people.

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes a freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining fiscally-sound. I trust the process and studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed 2-4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths. Hybrid LPA can move forward with state funding while the Hawthorne Option will require federal funds and NEPA review adding uncertainty and timeline. Let's connect the South Bay with light rail!

Thanks,
Angelo Mike

Angelo Mike
[redacted]
[redacted]

From: Kassandra Canalita
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 8:51:10 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear path to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Option is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

I'm always hanging out in Torrance and LA, and the drive between both is awful. By riding the train, my friends and I could cut down on emissions, save money, and have an alternative to the freeway.

Kassandra Canalita
[redacted]

[redacted]

From: Chandra Ramalingam
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Saturday, January 17, 2026 6:30:51 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is a thoughtful and fully grade-separated solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents.

The Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance for countywide and regional mobility.

Chandra Ramalingam
[redacted]
[redacted]

From: Mark Bisaha
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 4:25:22 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA.

This has been studied long enough to know Caltrans will not approve a ROW encroachment for the Hawthorne alignment. Even if it did, the cost difference vs the hybrid makes it a non-starter.

Do you want to know why people consider most politicians useless? It's partly because of this endless cycle of 1) study; 2) decide; 3) someone somewhere objects for some reason (or no reason); 4) return to #1. Meanwhile, every delay makes it more expensive and pushes the completion date out for years.

Make it simple: Follow the result of all the studies done so far. Follow the result of staff research, economic projections and feasibility analyses: approve the hybrid alignment!

Mark Bisaha
[redacted]

[redacted]

From: Dawn Shea
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Saturday, January 17, 2026 7:44:11 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project with the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative selected by the Board in 2024 and refined in the FEIR delivers a thoughtful and comprehensive solution. It upgrades the existing freight corridor to be safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA.

The South Bay urgently needs a transit alternative to the congested I-405 and currently lacks rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery by 2-4 years, cost nearly $1 billion more, and generate risks to drivers, businesses, and transit riders. This project is supported by the City of Torrance, dozens of community, business, and labor organizations and has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and champion this critical rail project for South Bay and regional mobility.

Thank you for advancing high-quality transit to the South Bay,

Dawn Shea
[redacted]

[redacted]

From: Kaitlyn Yee
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 2:40:34 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative modernizes a freight corridor Metro already owns, improves safety and noise, and provides an under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed at least 4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths without displacement. Hybrid LPA can move forward with state funding while the Hawthorne Option will require further delays with federal funds and NEPA adding uncertainty and timeline. Further delays are not progress. I trust 40+ years of study, analysis, and expertise. Bring rail now!

Kaitlyn Yee
[redacted]
[redacted]

From: Calvin Dolloso
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 4:36:31 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is the most comprehensive option with the most community benefits. We've been evaluating this for over 40 years. Evaluation of alternatives have been thorough and comprehensive.

With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA. The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery further, cost nearly $1 billion more, and generate impacts to businesses, residents, commuters, and transit riders. Hybrid LPA/ROW is supported by the City of Torrance, dozens of community, business, and labor organizations in the South Bay On Board Coalition. The project has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and bring this critical rail project t o fruition.

Thank you for advancing high-quality transit to the South Bay,

Calvin Dolloso
[redacted]

[redacted]

From: Vin Castillo
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 2:17:09 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear pathway to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Alternative is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

Vin Castillo
[redacted]

[redacted]

From: Glenn Newman
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Saturday, January 17, 2026 8:19:08 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is a thoughtful and fully grade-separated solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents.

The Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance for countywide and regional mobility.

Glenn Newman
[redacted]
[redacted]

From: Thomas Cazort
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 2:23:45 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear pathway to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Alternative is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

Thomas Cazort
[redacted]
[redacted]

From: Julianne Kertes
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 12:18:54 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear path to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Option is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

Julianne Kertes
[redacted]
[redacted]

From: Eric Vartany
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 5:17:27 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes a freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on Measure R and M promises, address community concerns, and bring 15,000 jobs and 1.5 million new riders to the region while remaining fiscally-sound. The project has been studied for decades, refined in the FEIR, with meaningful mitigations for residents. I trust the process and studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations and will be completed 2-4 years sooner to serve more people. The Hybrid LPA can move forward with state funding while the Hawthorne Option will require federal funds and NEPA review adding to uncertainty and timeline. The Board Report and Final EIR prove the C Line to Torrance Hybrid LPA for countywide and regional mobility.

Eric Vartany
[redacted]
[redacted]

From: Julian Kelly
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 12:55:12 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

Below is the form copy from South Bay Forward -- all of which I agree with. This paragraph is my own thoughts. I'm a parent and resident of LA for 15 years. I love our city but the transportation architecture is heavily skewed in favor of cars, which makes quality of life in the city far worse than it could be with some basic changes to transport, including rail. Like many of my friends, I'm a single issue voter (improved transport in LA) and will urge all my connections in Holly Mitchell's district to vote against her for trying to subvert and stall the extended rail network.

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative modernizes a freight corridor Metro already owns, improves safety and noise, and provides an under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed at least 4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths without displacement. Hybrid LPA can move forward with state funding while the Hawthorne Option will require further delays with federal funds and NEPA adding uncertainty and timeline. Further delays are not progress. I trust 40+ years of study, analysis, and expertise. Bring rail now!

Julian Kelly
[redacted]

[redacted]

From: Mark Li
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 5:28:23 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

Hi, I'm Mark Li, and I'm a Torrance resident of over 25 years, and nearby resident of the planned extension route. I support the C Line Extension to Torrance and the Hybrid LPA.

I lived next to the E Line station in Palms for four years. It was amazing using the train to commute to work and get around LA without worrying about traffic or parking. The train was also much quieter than the car filled roads and freeways nearby.

The hybrid LPA is our best option to get high capacity rail to the South Bay. Please certify and approve the Final EIR and advance the project.

Mark Li
[redacted]

[redacted]

From: Milan Matsumoto
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Saturday, January 17, 2026 10:33:53 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of Torrance, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project with the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative selected by the Board in 2024 and refined in the FEIR is already thought out and clearly the best choice. It upgrades the existing freight corridor to be safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA.

The South Bay urgently needs a transit alternative to the congested I-405 and currently lacks rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery by 2-4 years, cost nearly $1 billion more, and generate risks to drivers, businesses, and transit riders. The Hybrid LPA/ROW is supported by the City of Torrance, dozens of community, business, and labor organizations and has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and champion this critical rail project for South Bay and regional mobility.

Thank you for making the right choice,

Milan Matsumoto
[redacted]

[redacted]

From: Camille Schaefer
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 2:42:32 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative modernizes a freight corridor Metro already owns, improves safety and noise, and provides an under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed 2-4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths. Hybrid LPA can move forward with state funding while the Hawthorne Option will require further delays with federal funds and NEPA review adding uncertainty and timeline. Further delays are not progress. I trust the 40+ years of study, analysis, and expertise. Bring rail now!

Camille Schaefer
[redacted]
[redacted]

From: Leon Gu
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Sunday, January 18, 2026 12:37:27 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is a thoughtful and fully grade-separated solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents. Improving the quality of life for residents of the South Bay not only increases the productivity of the region, but also the entire county with the frequent access to reliable and quiet transit.

The Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from the Eastside Transit Corridor (33%) to the Southeast Gateway Line (20%). The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance Hybrid LPA for countywide and regional mobility.

Leon Gu
[redacted]
[redacted]

From: Joshua Diaz
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 9:40:40 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear path to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Option is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

Joshua Diaz
[redacted]
[redacted]

From:	Hannah Ceselski
To:	Board Clerk
Subject:	(EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date:	Tuesday, January 20, 2026 3:33:53 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County District 5 who uses public transit as a main mode of transportation, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. If Los Angeles has any hope of entering the 21st century and hosting the 2028 Olympics, we will need an increasingly robust transit network, particularly in and out of LAX.

It is far past time for Los Angeles to provide equitable public transit throughout the county. The South Bay and West LA are lacking in accessible rail, and this project would modernize a corridor that is already owned by Metro and isn't currently being utilized for public good. The Hybrid Locally Preferred Alternative delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. The Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway, and it will be completed 2-4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths. Hybrid LPA can move forward with state funding, while the Hawthorne Option will require further delays with federal funds and NEPA review adding uncertainty and timeline.

Further delays are not progress. Los Angeles embarrasses itself with an inability to build transportation and infrastructure in a timely manner. We need rail now, not endless chatter about rail.

Hannah Ceselski
[redacted]
[redacted]

From: Renee Ayala
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 5:50:19 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is the most comprehensive option with the most community benefits and best pathway to construction. We've been evaluating this for over 40 years with thorough and comprehensive review.

With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA. The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Alternative delays delivery, costs nearly $1 billion more, and generates impacts to businesses, residents, commuters, and transit riders. Hybrid LPA/ROW is supported by the City of Torrance, dozens of community, business, and labor organizations in the South Bay On Board Coalition. The project has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Proceed with the long-studied staff-recommended Hybrid LPA.

Renee Ayala
[redacted]
[redacted]

From: Kristina Horn
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Sunday, January 18, 2026 12:38:27 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is a thoughtful and fully grade-separated solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents.

The Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance Hybrid LPA for countywide and regional mobility.

Kristina Horn
[redacted]
[redacted]

From: Joseph May
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 3:03:08 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County and transit-dependent Metro rider, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative modernizes a freight corridor Metro already owns, improves safety and noise, and provides an under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed at least 4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths without displacement. Hybrid LPA can move forward with state funding while the Hawthorne Option will require further delays with federal funds and NEPA adding uncertainty and timeline. I am concerned that if the Hawthorne Option is chosen, realistically this extension is facing between 5-10 years of delays, if it gets built at all.

Choosing The Hawthorne Option is not equitable, because the significant delay will make it harder for transit riders to be able to access the South Bay for years. While I sympathize with the concerns of the neighbors of the freight corridor, the FEIR includes adequate mitigations to ensure health, safety, and equity.

Joseph May
[redacted]

[redacted]

From: Richard Rapp
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 3:49:05 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

I am a resident of LA County, and I strongly support certification of the staff-recommended Hybrid LPA for the C/K Line Extension to Torrance, which is fully studied and has a higher % of it's funding secured than other Metro Projects at this stage of development.

In contrast, the Hawthorne Alternative is underfunded and would depend on things like Federal funding that is clearly not available in our current climate. Switching to the Hawthorne Alternative at this stage would delay this already long delayed project for years and risk it's outright cancelation, which in turn risks future downstream impact on the this line's eventual extensions further to the southeast.

The Hybrid Locally Preferred Alternative utilizes a corridor Metro already owns to deliver on promises made in Measurse R and M, and brings 15,000 jobs and 1.5 million new riders to the region.

Please trust the expertise of the Metro Staff and pass the Hybrid LPA.

Thanks,
Richard Rapp

[redacted]

From: Christian Wollenberg
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 5:52:17 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As an IBEW 11 member who frequents Torrance, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR with the staff-recommended Hybrid LPA.

The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It also offers many job opportunities for various trades such as my own. It is the most comprehensive option with the most community benefits and best pathway to construction. We've been evaluating this for over 40 years with thorough and comprehensive review.

I personally had the luxury to work on the extension of the Metro D line. It was challenging but rewarding work, knowing my hard work will soon help many people move around LA in a faster, safer, and affordable way. Not only that, I frequent Torrance, shopping often at the Del Amo mall, Mitsuwa, Tokyo Central, and more. A new extension that connects with the Torrance Transit Center could be a game changer in allowing new options for folks like me to spend my money in Torrance..

With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA. The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Alternative delays delivery, costs nearly $1 billion more, and generates impacts to businesses, residents, commuters, and transit riders. Hybrid LPA/ROW is supported by the City of Torrance, dozens of community, business, and labor organizations in the South Bay On Board Coalition. The project has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Proceed with the long-studied staff-recommended Hybrid LPA.

Christian Wollenberg
[redacted]
[redacted]

From: Salam Mulhem
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Sunday, January 18, 2026 2:47:36 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is a thoughtful and fully grade-separated solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents.

The Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance Hybrid LPA for countywide and regional mobility.

Salam Mulhem
[redacted]
[redacted]

From: Kent Van Dover
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 4:18:14 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of LA, I write in strong support of the C/K Line Extension to Torrance and the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear pathway to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Alternative is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

Kent Van Dover
[redacted]

[redacted]

From: Joseph Cherbonnier
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 3:05:28 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative modernizes a freight corridor Metro already owns, improves safety and noise, and provides an under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed at least 4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths without displacement. Hybrid LPA can move forward with state funding while the Hawthorne Option will require further delays with federal funds and NEPA adding uncertainty and timeline. Further delays are not progress. I trust 40+ years of study, analysis, and expertise. Bring rail now!

Joseph Cherbonnier
[redacted]
[redacted]

From: Samuel Shapiro-Kline
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 5:54:18 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is the most comprehensive option with the most community benefits and best pathway to construction. We've been evaluating this for over 40 years with thorough and comprehensive review.

With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA. The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Alternative delays delivery, costs nearly $1 billion more, and generates impacts to businesses, residents, commuters, and transit riders. Hybrid LPA/ROW is supported by the City of Torrance, dozens of community, business, and labor organizations in the South Bay On Board Coalition. The project has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Proceed with the long-studied staff-recommended Hybrid LPA.

Samuel Shapiro-Kline
[redacted]
[redacted]

From: Chisa Nagai
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 4:22:37 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative modernizes a freight corridor Metro already owns, improves safety and noise, and provides an under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed 2-4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths. Hybrid LPA can move forward with state funding while the Hawthorne Option will require further delays with federal funds and NEPA review adding uncertainty and timeline. Further delays are not progress. I trust the 40+ years of study, analysis, and expertise. Bring rail now!

Chisa Nagai
[redacted]
[redacted]

From: Rowan Swai
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Sunday, January 18, 2026 7:29:00 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

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The Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance Hybrid LPA for countywide and regional mobility.

Public transport is crucial for community and connection. And there are the environmental benefits as well. This is a time for action.

Rowan Swai
[redacted]
[redacted]

From: Jordan Mendez
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 3:16:01 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

Ten years ago, I made the south bay my home and if I had to pick one thing that benefited my standard of living, it would be the LA metro system. Every extension and station opening has added more to my life. I now visit lamert park after the k line opened, and I am able to take the metro home after a long flight after the lax station opened. I drive less, live a happier life, and am able to feel more connected with my neighbors, work, and leasure. More rail means more happy stories like mine. I can't wait to be able to visit friends, family, work, and the rest via rail.

Jordan Mendez
[redacted]
[redacted]

From: Dani Pravder
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 6:04:17 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes a freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on Measure R and M promises, address community concerns, and bring 15,000 jobs and 1.5 million new riders to the region while remaining fiscally-sound. The project has been studied for decades, refined in the FEIR, with meaningful mitigations for residents. I trust the process and studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations and will be completed 2-4 years sooner to serve more people. The Hybrid LPA can move forward with state funding while the Hawthorne Option will require federal funds and NEPA review adding to uncertainty and timeline. The Board Report and Final EIR prove the C Line to Torrance Hybrid LPA for countywide and regional mobility.

Dani Pravder
[redacted]
[redacted]

From:	TIMOTHY HILLMAN
To:	Board Clerk
Subject:	(EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date:	Monday, January 19, 2026 6:06:20 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes a freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on Measure R and M promises, address community concerns, and bring 15,000 jobs and 1.5 million new riders to the region while remaining fiscally-sound. The project has been studied for decades, refined in the FEIR, with meaningful mitigations for residents. I trust the process and studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations and will be completed 2-4 years sooner to serve more people. The Hybrid LPA can move forward with state funding while the Hawthorne Option will require federal funds and NEPA review adding to uncertainty and timeline. The Board Report and Final EIR prove the C Line to Torrance Hybrid LPA for countywide and regional mobility.

TIMOTHY HILLMAN
[redacted]

[redacted]

From: Mark Cole
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Sunday, January 18, 2026 8:33:08 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

I deleted the form letter because I feel that a heart felt and unique letter is more impactful. Born, raised, and currently reside in Redondo Beach, near the galleria and proposed C/K line extension. I am strongly in favor of the LPA because it will bring transit closer to people who will use it. Efficient and effective public transit is the only solution to reducing traffic and congestion in SoCal. I use Metro light rail to get all over Los Angeles. I work as an airline captain at LAX and WILL use this transit line to get to my job. I do not want the line to run down Hawthorne Blvd, I do not want to delay construction any longer, and I do not want to spend an additional $700m of taxpayer funds to accomplish this goal.

Thank you for your consideration and thank you for advancing high-quality transit to the South Bay.

Sincerely,

Mark Cole
310-251-9685

[redacted]
[redacted]

[redacted]

From: John Carraher
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 4:41:48 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

I'm a resident of North Redondo Beach and, I write to you in strong support of the C/K Line Extension to Torrance and the Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear pathway to construction.

I personally struggle to utilize the K line right now as the current stop is a 1 hour walk from my home. The extension would dramatically decrease this walk to 30 minutes and I know that this extension would increase access to the line in the first place. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Alternative is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

John Carraher
[redacted]
[redacted]

From: JOHN SWIFT
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 7:04:45 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative modernizes a freight corridor Metro already owns, improves safety and noise, and provides an under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed at least 4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths without displacement. Hybrid LPA can move forward with state funding while the Hawthorne Option will require further delays with federal funds and NEPA adding uncertainty and timeline. Further delays are not progress. I trust 40+ years of study, analysis, and expertise. Bring rail now!

JOHN SWIFT
[redacted]
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 5:06:50 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear pathway to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Alternative is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

The benefit of an extension to the rail system would be extremely beneficial to the South Bay where the population is rapidly increasing.

[redacted]

,

From: Preston Huynh
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Sunday, January 18, 2026 8:34:06 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of Orange County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is a thoughtful and fully grade-separated solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents. I am someone who may live outside of LA County, but the benefits will have life changing effects for all of us. This could be what convinces Orange County to build transit connections to LA County and integrate our region as a whole. This is also would could make the Olympic experience better in 2028.

The Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance Hybrid LPA for countywide and regional mobility.

Preston Huynh
[redacted]
[redacted]

From: Nadia Hillman
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 6:07:28 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes a freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on Measure R and M promises, address community concerns, and bring 15,000 jobs and 1.5 million new riders to the region while remaining fiscally-sound. The project has been studied for decades, refined in the FEIR, with meaningful mitigations for residents. I trust the process and studies and it's time we get this built.

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Nadia Hillman
[redacted]
[redacted]

From: Joey Miller
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 8:18:10 AM

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LA Metro Board Clerk,

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Not bringing it now will be a MAJOR delay in time, money, etc for the people who actually want it! (Not the NIMBYs who are bored and retired and have time to show up to meetings) the actual hard working majority are at work right now and rely on transit and can't make it to the public meetings! Believe it or not people DO vote based on who supports METRO!

Joey Miller
[redacted]
[redacted]

From: Alvin Go
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 6:07:45 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

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Alvin Go
[redacted]
[redacted]

From: Fran Noyes
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Sunday, January 18, 2026 9:16:43 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

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Fran Noyes
[redacted]
[redacted]

From: Jessica Lee
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 1:17:36 PM

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Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed at least 4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths without displacement. Hybrid LPA can move forward with state funding while the Hawthorne Option will require further delays with federal funds and NEPA adding uncertainty and timeline. Further delays are not progress. I trust 40+ years of study, analysis, and expertise. Bring rail now!

Jessica Lee
[redacted]
[redacted]

From: abel mazariegos
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 6:34:53 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes a freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on Measure R and M promises, address community concerns, and bring 15,000 jobs and 1.5 million new riders to the region while remaining fiscally-sound. The project has been studied for decades, refined in the FEIR, with meaningful mitigations for residents. I trust the process and studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations and will be completed 2-4 years sooner to serve more people. The Hybrid LPA can move forward with state funding while the Hawthorne Option will require federal funds and NEPA review adding to uncertainty and timeline. The Board Report and Final EIR prove the C Line to Torrance Hybrid LPA for countywide and regional mobility.

abel mazariegos
[redacted]
[redacted]

From: Diane Cole
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Sunday, January 18, 2026 9:17:02 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project with the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative selected by the Board in 2024 and refined in the FEIR delivers a thoughtful and comprehensive solution. It upgrades the existing freight corridor to be safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA.

The South Bay urgently needs a transit alternative to the congested I-405 and currently lacks rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery by 2-4 years, cost nearly $1 billion more, and generate risks to drivers, businesses, and transit riders. The Hybrid LPA/ROW is supported by the City of Torrance, dozens of community, business, and labor organizations and has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and champion this critical rail project for South Bay and regional mobility.

Thank you for advancing high-quality transit to the South Bay,

Diane Cole
[redacted]
[redacted]

From: Lindsey Larsen
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 6:36:09 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes a freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on Measure R and M promises, address community concerns, and bring 15,000 jobs and 1.5 million new riders to the region while remaining fiscally-sound. The project has been studied for decades, refined in the FEIR, with meaningful mitigations for residents. I trust the process and studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations and will be completed 2-4 years sooner to serve more people. The Hybrid LPA can move forward with state funding while the Hawthorne Option will require federal funds and NEPA review adding to uncertainty and timeline. The Board Report and Final EIR prove the C Line to Torrance Hybrid LPA for countywide and regional mobility.

Lindsey Larsen
[redacted]
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 6:13:32 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative modernizes a freight corridor Metro already owns, improves safety and noise, and provides an under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed 2-4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths. Hybrid LPA can move forward with state funding while the Hawthorne Option will require further delays with federal funds and NEPA review adding uncertainty and timeline. Further delays are not progress. I trust the 40+ years of study, analysis, and expertise. Bring rail now!

[redacted]

,

From: Jeana Bonello
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 4:50:33 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear path to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Option is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

Jeana Bonello
[redacted]

[redacted]

From: Lili Mancini
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Sunday, January 18, 2026 9:21:23 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is a thoughtful and fully grade-separated solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents.

The Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance Hybrid LPA for countywide and regional mobility.

Lili Mancini
[redacted]
[redacted]

From: auguste miller
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 6:37:56 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes a freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on Measure R and M promises, address community concerns, and bring 15,000 jobs and 1.5 million new riders to the region while remaining fiscally-sound. The project has been studied for decades, refined in the FEIR, with meaningful mitigations for residents. I trust the process and studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations and will be completed 2-4 years sooner to serve more people. The Hybrid LPA can move forward with state funding while the Hawthorne Option will require federal funds and NEPA review adding to uncertainty and timeline. The Board Report and Final EIR prove the C Line to Torrance Hybrid LPA for countywide and regional mobility.

Let's get this done right. FOr current and future generations.

auguste miller
[redacted]
[redacted]

From: Jason Bock
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 1:50:44 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative modernizes a freight corridor Metro already owns, improves safety and noise, and provides an under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed at least 4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths without displacement. Hybrid LPA can move forward with state funding while the Hawthorne Option will require further delays with federal funds and NEPA adding uncertainty and timeline. Further delays are not progress. I trust 40+ years of study, analysis, and expertise. Bring rail now!

Jason Bock
[redacted]
[redacted]

From: Patrick Winters
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 6:23:43 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear pathway to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Alternative is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

Patrick Winters
[redacted]
[redacted]

From: Martine Romero
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Sunday, January 18, 2026 9:28:38 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is a thoughtful and fully grade-separated solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents.

The Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance Hybrid LPA for countywide and regional mobility.

Martine Romero
[redacted]
[redacted]

From: Alexandria Gray
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 6:46:24 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of Redondo Beach with a workplace in El Segundo, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes a freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on Measure R and M promises, address community concerns, and bring 15,000 jobs and 1.5 million new riders to the region while remaining fiscally-sound. The project has been studied for decades, refined in the FEIR, with meaningful mitigations for residents. I trust the process and studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations and will be completed 2-4 years sooner to serve more people. The Hybrid LPA can move forward with state funding while the Hawthorne Option will require federal funds and NEPA review adding to uncertainty and timeline. The Board Report and Final EIR prove the C Line to Torrance Hybrid LPA for countywide and regional mobility.

Whenever I travel abroad I am amazed at the convenience and safety of the local trains and public transpiration. This is a step in the right direction for the environment, for locals, for tourism, and to help connect people who would otherwise never meet their neighbors.

Alexandria Gray
[redacted]
[redacted]

From: Phil Hong
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 6:24:26 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear pathway to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Alternative is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

Phil Hong
[redacted]
[redacted]

From: Jan-Michael Sanchez
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 8:46:13 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of Torrance, I write in strong support of the C/K Line Extension to Torrance. Specifically, I support the staff-recommended Hybrid LPA on Metro's ROW. It was selected by the Board in 2024, and refined in the Final EIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear path to construction. Unfortunately, an anti-ROW disinformation campaign has misled locals into believing Metro is destroying a park space. Please remember: Lawndale homeowners do not own the ROW, Metro does.

Is choosing Hawthorne even worth foregoing a seamless bus/rail connection at a brand new transit facility? I've been to the Redondo Beach Transit Center, and as someone who struggles with noise sensitivity it is much quieter and more peaceful to wait at. I honestly do not believe for a second that anyone would prefer a bus to K Line connection at the noisy, highly trafficked Hawthorne/Artesia intersection. Personally, I must cross Pacific Coast Highway every morning to access the Metro 232 bus to work. Drivers speed past red lights in the early morning/late night all the time, and it is always a game of life or death. A new Metro station in the South Bay doesn't belong at an arterial; it belongs at the convenient, consolidated bus plaza at Redondo Beach TC with safe, seamless bus/rail connections for transit riders.

The South Bay is a transit desert, and we urgently need our rail extension here in Torrance. Choosing to build within Metro's ROW means saving over $700 million, a stronger bus/rail connection, safer station access for transit riders, and faster project delivery by years. I do not have a driver's license, so please take this from me as a transit-dependent South Bay resident and worker who'd benefit most from the ROW route: A motion against staff recommendation after decades of study and outreach should be evaluated critically. Please stick to the original Locally Preferred Option; let's go with the ROW.

Jan-Michael Sanchez

[redacted]

From: Christopher Maloney
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Sunday, January 18, 2026 9:32:22 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a lifelong resident and property owner in Redondo Beach, I strongly support the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project with the staff-recommended Hybrid LPA. I live off 190th and this transit would be within the last mile to my house!! It would be outstanding!!
I work for the County and commute to Long Beach and sometimes East LA. We need the South Bay to connect to LA and Long Beach transit. I would use it as a commuter and recreationally on my days off.
There are lots of laborers that work in the wealthy areas of the South Bay in restaurants, construction and house cleaning, and childcare. Please give them an efficient way to commute and reduce parking and traffic problems.

The Hybrid Locally Preferred Alternative selected by the Board in 2024 and refined in the FEIR delivers a thoughtful and comprehensive solution. It upgrades the EXISTING EXISTING EXISTING freight corridor to be safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA.

The South Bay urgently needs a transit alternative to the congested I-405 and currently lacks rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery by 2-4 years, cost nearly $1 billion more, and generate risks to drivers, businesses, and transit riders. The Hybrid LPA/ROW is supported by the City of Torrance, dozens of community, business, and labor organizations and has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and champion this critical rail project for South Bay and regional mobility.

Thank you for advancing high-quality transit to the South Bay,

Christopher Maloney
[redacted]
[redacted]

From: Darlene Tieu
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 6:51:22 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County AND the city of Torrance, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA.

I moved to Torrance three years ago from South LA on Exposition Blvd where I enjoyed the benefits of having Metro services nearby. The train made it more likely for my family and I to visit Downtown LA where we would patron many restaurants and businesses. We also took the train to the Rose Bowl, Union Station, Santa Monica, and even Long Beach. The recent addition to LAX makes it even MORE imperative for Torrance to be better connected to the LA Metro system. If we pass this once in a generation opportunity, Torrance will FALL BEHIND other LA networks in their ability to grow financially. Please do not let the voices of the privileged few derail the future of Torrance. I wish I could make it to the board meeting person, but I, like many others are working. I am a public school teacher in LAUSD so the best I can do to make my voice heard is to write this letter.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations and will be completed 2-4 years sooner to serve more people. The Hybrid LPA can move forward with state funding while the Hawthorne Option will require federal funds and NEPA review adding to uncertainty and timeline. The Board Report and Final EIR prove the C Line to Torrance Hybrid LPA for countywide and regional mobility.

Sincerely,
Darlene Tieu

[redacted]

From: Victor Liu
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 6:26:01 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative modernizes a freight corridor Metro already owns, improves safety and noise, and provides an under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed 2-4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths. Hybrid LPA can move forward with state funding while the Hawthorne Option will require further delays with federal funds and NEPA review adding uncertainty and timeline. Further delays are not progress. I trust the 40+ years of study, analysis, and expertise. Bring rail now!

We need more rail to connect LA county to reduce the amount of burden that our roads face today. Increased populations around the area have meant more cars on the roads. If we can extend the lines such that the metro system no longer relies on a central node, it will make it easier to get around and increase ridership. I believe that this is a great step towards this goal. I would benefit from riding this train to get from Torrance to the airport as well as further connections into LA city without having to make a pit stop at downtown LA. I'm a firm believer that there are many more people like me that will benefit as I would.

Victor Liu
[redacted]
[redacted]

From: Jamie Esquivel
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 10:37:53 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative modernizes a freight corridor Metro already owns, improves safety and noise, and provides an under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed at least 4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths without displacement. Hybrid LPA can move forward with state funding while the Hawthorne Option will require further delays with federal funds and NEPA adding uncertainty and timeline. Further delays are not progress. I trust 40+ years of study, analysis, and expertise. Bring rail now!

Jamie Esquivel
[redacted]
[redacted]

From: Lisa Valicente
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 7:10:31 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is the most comprehensive option with the most community benefits and best pathway to construction. We've been evaluating this for over 40 years with thorough and comprehensive review.

With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA. The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Alternative delays delivery, costs nearly $1 billion more, and generates impacts to businesses, residents, commuters, and transit riders. Hybrid LPA/ROW is supported by the City of Torrance, dozens of community, business, and labor organizations in the South Bay On Board Coalition. The project has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Proceed with the long-studied staff-recommended Hybrid LPA.

Lisa Valicente
[redacted]
[redacted]

From: Michael J Canavan Michael J Canavan
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 6:26:55 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As an LA County resident and frequent user of LA metro transit, I write in strong support of the C/K Line Extension to Torrance and the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It's also the option that will extend the benefits of transit access to local residents on the quickest and most certain timeline.

The Hybrid LPA option will bring a desperately needed alternative to the congested I-405 to South Bay residents, which will benefit car commuters as well by reducing traffic volume. Additionally, this option will directly create 15,000 construction jobs while supporting potentially tens of thousands more jobs by connecting local residents to employment all across LA County. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Alternative is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. Please support economic opportunity in Torrance and the wider County by choosing the extensively studied and scoped Hybrid LPA route for the C/K Line Extension.

Sincerely,
Michael Canavan
Chapter Chair, Abundant Housing Pasadena

[redacted]

From: Jake Simenhoff
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 1:56:10 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative modernizes a freight corridor Metro already owns, improves safety and noise, and provides an under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed at least 4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths without displacement. Hybrid LPA can move forward with state funding while the Hawthorne Option will require further delays with federal funds and NEPA adding uncertainty and timeline. Further delays are not progress. I trust 40+ years of study, analysis, and expertise. Bring rail now!

Jake Simenhoff
[redacted]
[redacted] [redacted]

From: Irvin Samuel
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Sunday, January 18, 2026 9:53:22 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the Long Beach, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project with the staff-recommended Hybrid LPA.
I urge this for a couple reasons one as a recent Long Beach resident I look forward to the future where we can have a one seat ride to LAX. If this project gets delayed or gets with a less than ideal alignment, that future for the entire city of Long Beach and greater LA region is in danger. Projects like these are great at highlighting the impact that one transit line can have across an entire region. Additionally, the connectivity and mobility, as we also plan out the K line northern extension will be massive and it's impact cannot be Understated.

2. The Hybrid Locally Preferred Alternative selected by the Board in 2024 and refined in the FEIR delivers a thoughtful and comprehensive solution. It upgrades the existing freight corridor to be safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA.

The South Bay urgently needs a transit alternative to the congested I-405 and currently lacks rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery by 2-4 years, cost nearly $1 billion more, and generate risks to drivers, businesses, and transit riders. The Hybrid LPA/ROW is supported by the City of Torrance, dozens of community, business, and labor organizations and has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and champion this critical rail project for South Bay and regional mobility.

Thank you for advancing high-quality transit to the South Bay,

Irvin Samuel
[redacted]
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 7:19:26 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is the most comprehensive option with the most community benefits and best pathway to construction. We've been evaluating this for over 40 years with thorough and comprehensive review.

With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA. The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Alternative delays delivery, costs nearly $1 billion more, and generates impacts to businesses, residents, commuters, and transit riders. Hybrid LPA/ROW is supported by the City of Torrance, dozens of community, business, and labor organizations in the South Bay On Board Coalition. The project has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Proceed with the long-studied staff-recommended Hybrid LPA.

[redacted]

,

From: Amanda McDaniel
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 7:14:17 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative modernizes a freight corridor Metro already owns, improves safety and noise, and provides an under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed 2-4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths. Hybrid LPA can move forward with state funding while the Hawthorne Option will require further delays with federal funds and NEPA review adding uncertainty and timeline. Further delays are not progress. I trust the 40+ years of study, analysis, and expertise. Bring rail now!

Amanda McDaniel
[redacted]
[redacted]

From: Elliot Nielson
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Sunday, January 18, 2026 10:24:35 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is a thoughtful and fully grade-separated solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents.

The Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance Hybrid LPA for countywide and regional mobility.

Elliot Nielson
[redacted]
[redacted]

From: Jacob Pierce
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 11:24:26 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

I am a native LA County resident and a regular Metro rider, writing today in strong support of the C/K Line Extension to Torrance and the staff-recommended Hybrid LPA.

The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear path to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Option is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

Jacob Pierce
[redacted]
[redacted]

From: ERIC AMARO
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 7:30:34 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes a freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on Measure R and M promises, address community concerns, and bring 15,000 jobs and 1.5 million new riders to the region while remaining fiscally-sound. The project has been studied for decades, refined in the FEIR, with meaningful mitigations for residents. I trust the process and studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations and will be completed 2-4 years sooner to serve more people. The Hybrid LPA can move forward with state funding while the Hawthorne Option will require federal funds and NEPA review adding to uncertainty and timeline. The Board Report and Final EIR prove the C Line to Torrance Hybrid LPA for countywide and regional mobility.

ERIC AMARO
[redacted]
[redacted]

From: Kavita Tekchandani
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 7:44:53 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and the staff-recommended Hybrid LPA. THIS WOULD ALSO HELP SMALL BUSINESSES. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear path to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Option is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

Kavita Tekchandani
[redacted]
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 1:28:52 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative modernizes a freight corridor Metro already owns, improves safety and noise, and provides an under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed at least 4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths without displacement. Hybrid LPA can move forward with state funding while the Hawthorne Option will require further delays with federal funds and NEPA adding uncertainty and timeline. Further delays are not progress. I trust 40+ years of study, analysis, and expertise. Bring rail now!

[redacted]

,

From: Nathanael Roy
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Sunday, January 18, 2026 11:30:49 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,
As a resident of Long Beach, I write in strong support of the C/K Line Extension to Torrance and urge you to support the Certification of the Final EIR to advance the project without delay.

As a resident of Long Beach with family in the Torrance area, this project is a necessary step to eventually directly connect Long Beach to Torrance by rail line as an alternative to the often congested drive down PCH

The Hybrid Locally Preferred Alternative selected by the Board in 2024 upgrades the existing freight corridor to be safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths.

The South Bay urgently needs a transit alternative to the congested I-405 and currently lacks rapid transit. While Metro has expanded rail across the County, the Extension to Torrance—promised in Measure R and Measure M—is long overdue. The Hybrid LPA avoids added cost and approvals for the Hawthorne alternative, which could delay delivery by 2-4 years, cost nearly $1 billion more, and disrupt roads and transit riders. This project is supported by dozens of community, business, and labor organizations, has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders.

Thank you for advancing high-quality transit,
Nathanael Roy
Long Beach

[redacted]

From: Tami Kagan-Abrams
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 8:01:40 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative modernizes a freight corridor Metro already owns, improves safety and noise, and provides an under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed at least 4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths without displacement. Hybrid LPA can move forward with state funding while the Hawthorne Option will require further delays with federal funds and NEPA adding uncertainty and timeline. Further delays are not progress. I trust 40+ years of study, analysis, and expertise. Bring rail now!

Tami Kagan-Abrams
[redacted]
[redacted]

From: Franco Macchia
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 12:20:14 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear path to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Option is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

Franco Macchia
[redacted]
[redacted]

From: Mateo Abilla
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 7:40:46 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes a freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining fiscally-sound. I trust the process and studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed 2-4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths. Hybrid LPA can move forward with state funding while the Hawthorne Option will require federal funds and NEPA review adding uncertainty and timeline. Let's connect the South Bay with light rail!

Mateo Abilla
[redacted]
[redacted]

From: Rani Hanna
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Sunday, January 18, 2026 11:37:23 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

Please stop spending our tax dollars on meetings about building this train and instead spend our tax dollars on breaking ground on the project by selecting the Hybrid LPA option which will be able to begin soonest.

Both options are grade-separated and serve the same people with the same stops. It's a waste of time to keep discussing it and we need to break ground. The longer you wait the more of our money goes to waste.

I want to hear drills in my backyard,

Rani Hanna

[redacted]

From: Adam Schwartz
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 7:43:40 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

Greetings from Downtown Torrance! My neighbors in the Old Torrance neighborhood are excited to use this! Let's get it built!

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes a freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining fiscally-sound. I trust the process and studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed 2-4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths. Hybrid LPA can move forward with state funding while the Hawthorne Option will require federal funds and NEPA review adding uncertainty and timeline. Let's connect the South Bay with light rail!

Adam Schwartz
[redacted]
[redacted]

From: Zach Dietrich
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 8:04:22 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear path to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Option is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

Zach Dietrich
[redacted]
[redacted]

From: Francisco Maciel
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 7:59:23 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear path to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Option is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

Francisco Maciel
[redacted]
[redacted]

From:	Santiago Vitturi
To:	Board Clerk
Subject:	(EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date:	Sunday, January 18, 2026 1:13:10 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the Westside, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the existing freight corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is the most comprehensive option with the most community benefits. We've been evaluating this for over 40 years. Evaluation of alternatives have been thorough and comprehensive.

With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA. The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery further, cost nearly $1 billion more, and generate impacts to businesses, residents, commuters, and transit riders. Hybrid LPA/ROW is supported by the City of Torrance, dozens of community, business, and labor organizations in the South Bay On Board Coalition and has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and champion this critical rail project.

Thank you for advancing high-quality transit to the South Bay,

Santiago Vitturi
[redacted]
[redacted]

From: Joshua Gonzales
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 8:06:03 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid Locally Preferred Alternative. The Hybrid LPA modernizes a freight corridor Metro already owns, improves safety and noise conditions, and provides an under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and Measure M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region.

I have lived in Los Angeles my entire life and have never driven. For people like me, reliable transit is not a preference, it is access. When entire parts of our region remain disconnected, it sends a message about who the system is designed for. Approving the C/K Line Extension to Torrance is a meaningful step toward a more connected and equitable LA County, and after more than 40 years of study, it is time to move forward.

The Hybrid LPA has over $1.4 billion already secured, more than 52% of total project costs, putting it ahead of other Metro rail projects at the Final EIR stage. It will better serve transit riders with neighborhood-accessible stations, rather than a station along an eight-lane highway, and it will be completed at least four years sooner than the Hawthorne Option. The plan includes construction mitigation and mobility paths without displacement. The Hybrid LPA can move forward with state funding, while the Hawthorne Option would require additional delays tied to federal funding and NEPA review, adding uncertainty and time. Further delays are not progress. I trust over 40 years of study, analysis, and professional expertise. Bring rail now!

Joshua Gonzales
[redacted]
[redacted]

From: Joaquin Domingo
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 8:10:10 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes a freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining fiscally-sound. I trust the process and studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed 2-4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths. Hybrid LPA can move forward with state funding while the Hawthorne Option will require federal funds and NEPA review adding uncertainty and timeline. Let's connect the South Bay with light rail!

Joaquin Domingo
[redacted]
[redacted]

From: Faiz Totonji
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 4:09:36 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear path to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Option is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

Faiz Totonji
[redacted]
[redacted]

From: Jordan Igow
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Sunday, January 18, 2026 1:42:50 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the existing freight corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is the most comprehensive option with the most community benefits. We've been evaluating this for over 40 years. Evaluation of alternatives have been thorough and comprehensive.

With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA. The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery further, cost nearly $1 billion more, and generate impacts to businesses, residents, commuters, and transit riders. Hybrid LPA/ROW is supported by the City of Torrance, dozens of community, business, and labor organizations in the South Bay On Board Coalition and has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and champion this critical rail project.

Thank you for advancing high-quality transit to the South Bay,

Jordan Igow
[redacted]
[redacted]

From: Jill Salisbury
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 8:14:41 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident and Torrance native, I write in strong support of the C/K Line Extension to Torrance and the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear path to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Option is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. Please support the motion to move this project forward.

You know that reliable transit means better access to jobs, housing, and opportunity. Let's get this project over the finish line.

Jill Salisbury
[redacted]
[redacted]

From: Kyle Foss
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 8:29:32 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear pathway to construction.

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Kyle Foss
[redacted]

[redacted]

From: Brooke Smith
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Sunday, January 18, 2026 4:44:27 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the existing freight corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is the most comprehensive option with the most community benefits. We've been evaluating this for over 40 years. Evaluation of alternatives have been thorough and comprehensive.

With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA. The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery further, cost nearly $1 billion more, and generate impacts to businesses, residents, commuters, and transit riders. Hybrid LPA/ROW is supported by the City of Torrance, dozens of community, business, and labor organizations in the South Bay On Board Coalition and has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and champion this critical rail project.

Thank you for advancing high-quality transit to the South Bay,

Brooke Smith

From: Erin Hoops
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 11:42:56 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear path to construction.

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Erin Hoops
[redacted]
[redacted]

From: Andrew Lau
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Sunday, January 18, 2026 5:18:16 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the existing freight corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is the most comprehensive option with the most community benefits. We've been evaluating this for over 40 years. Evaluation of alternatives have been thorough and comprehensive.

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Thank you for advancing high-quality transit to the South Bay,

Andrew Lau

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 8:30:41 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear pathway to construction.

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[redacted]

From: Alborz Mohtashami
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 8:27:12 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative modernizes a freight corridor Metro already owns, improves safety and noise, and provides an under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed at least 4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths without displacement. Hybrid LPA can move forward with state funding while the Hawthorne Option will require further delays with federal funds and NEPA adding uncertainty and timeline. Further delays are not progress. I trust 40+ years of study, analysis, and expertise. Bring rail now!

Alborz Mohtashami
[redacted]
[redacted]

From: Emmanuel Carrera Ruedas
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 3:12:07 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative modernizes a freight corridor Metro already owns, improves safety and noise, and provides an under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed at least 4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths without displacement. Hybrid LPA can move forward with state funding while the Hawthorne Option will require further delays with federal funds and NEPA adding uncertainty and timeline. Further delays are not progress. I trust 40+ years of study, analysis, and expertise. Bring rail now!

Emmanuel Carrera Ruedas
[redacted]
[redacted]

From: Hudson Brann
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Sunday, January 18, 2026 5:22:53 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a longtime South Bay resident, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project with the staff-recommended Hybrid LPA.

This project matters deeply to me. Not only because I live and work in the South Bay, but because I've seen firsthand how the lack of reliable transit limits opportunities for residents, workers, and students here. The 405 is gridlocked almost every day, yet there's still no practical rail option connecting Torrance and nearby communities to the rest of Los Angeles. I care about sustainability, public health, and making our region more accessible without forcing people to rely solely on cars.

The Hybrid LPA, using the existing rail corridor with grade separations and mitigations, transforms that space into something safer, quieter, and more connected. It also creates green space, bike paths, and pedestrian access; amenities that would dramatically improve the quality of life while aligning with the South Bay's environmental values.

With the new K Line and LAX Metro station, this project delivers a reliable 19-minute trip from Torrance to LAX and direct access to major destinations like Inglewood, Culver City, Santa Monica, and Downtown LA. The South Bay urgently needs this link. The funding is already promised under Measures R and M. We need to catch up with the rest of the county's investments in rail. After decades of study and discussion, the Hybrid LPA offers the most balanced and community-supported way forward.

As someone who loves this region and wants a cleaner, more connected future for our families, I urge you to certify the Final EIR and move this project ahead without further delay. Please champion the K Line Extension to Torrance and help deliver the high-quality transit the South Bay has waited too long for.

Thank you for your leadership and commitment to a more connected Los Angeles.

Hudson Brann
[redacted]
[redacted]

From: Eleanor Zimmerman
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 2:33:36 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative modernizes a freight corridor Metro already owns, improves safety and noise, and provides an under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed at least 4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths without displacement. Hybrid LPA can move forward with state funding while the Hawthorne Option will require further delays with federal funds and NEPA adding uncertainty and timeline. Further delays are not progress. I trust 40+ years of study, analysis, and expertise. Bring rail now!

Eleanor Zimmerman
[redacted]
[redacted]

From: Eric Fisher
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 8:30:49 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As an LA resident, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear pathway to construction. All of this is without mention of the environmental and livability benefits that this project would bring to the city and the surrounding communities of Torrance.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Alternative is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

Eric Fisher
[redacted]
[redacted]

From: Brittany Miles
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 8:35:50 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear path to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Option is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

Brittany Miles
[redacted]
[redacted]

From: Alaina M Pangelina
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 8:35:43 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, specifically of the North Hollywood area, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA! The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes a freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining fiscally-sound. I trust the process and studies and it's time we get this built. As someone who chooses not to drive, but volunteers and does event planning all over the County, I have loved to see all of the lines being built and expanded upon! These have already saved me time and added accessibility to go much further east than Pasadena like it used to be, but I miss out on regularly going to the South Bay events.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed 2-4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths. Hybrid LPA can move forward with state funding while the Hawthorne Option will require federal funds and NEPA review adding uncertainty and timeline. Let's connect the South Bay with light rail!

Alaina M Pangelina
[redacted]
[redacted]

From: Elaine Kim
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 4:21:04 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear path to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Option is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

Elaine Kim
[redacted]

[redacted]

From: Courtney Miles
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 8:36:34 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative modernizes a freight corridor Metro already owns, improves safety and noise, and provides an under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed at least 4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths without displacement. Hybrid LPA can move forward with state funding while the Hawthorne Option will require further delays with federal funds and NEPA adding uncertainty and timeline. Further delays are not progress. I trust 40+ years of study, analysis, and expertise. Bring rail now!

Courtney Miles
[redacted]
[redacted]

From: ERIC AMARO
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Sunday, January 18, 2026 5:58:54 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is a thoughtful and fully grade-separated solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents. I trust the process and the studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). Hybrid LPA will better serve equity-focus groups near the rail corridor with accessible transit stations and will be built sooner to serve more people. The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance Hybrid LPA for countywide and regional mobility.

ERIC AMARO
[redacted]
[redacted]

From: Alicia Herrera
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 8:37:34 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear pathway to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Alternative is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

Alicia Herrera
[redacted]
[redacted]

From: Jose Garcia
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 8:56:22 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear path to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Option is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

Jose Garcia
[redacted]
[redacted]

From: Diego Castillo
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 2:00:01 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of the South Bay, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. This alignment would work to improve safety and noise as well as providing a potentially faster route from Torrance and Redondo Beach to LAX than driving. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region. On top of the immediate benefits, this project is also crucial in getting Metro Rail in the South Bay, improving connectivity across the system. Doing so also provides a foundation for which we can later build on for an even more transit-accessible version of Los Angeles.

Compared to the other alternative, the Hybrid LPA has the benefit of over $1.4 billion in funding already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. The plan includes neighborhood-accessible transit stations that will serve the community better than the Hawthorne alignment would while also doing so at least 4 years quicker and while avoiding displacements. Hybrid LPA can move forward with state funding while the Hawthorne Option will require further delays with federal funds and NEPA adding uncertainty and timeline. Further delays are not progress. I trust 40+ years of study, analysis, and expertise. Bring rail now!

Diego Castillo
[redacted]

[redacted]

From: Toni O"Donnell
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Sunday, January 18, 2026 6:26:39 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the Harbor Area, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the existing freight corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is the most comprehensive option with the most community benefits. We've been evaluating this for over 40 years. Evaluation of alternatives have been thorough and comprehensive.

With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA. The South Bay is a transit desert and the Harbor Area, even more so. Bringing this line to Torrance is closer to the Harbor Area which also urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery further, cost nearly $1 billion more, and generate impacts to businesses, residents, commuters, and transit riders. Hybrid LPA/ROW is supported by the City of Torrance, dozens of community, business, and labor organizations in the South Bay On Board Coalition and has secured over 52% of funding, creates 15,000 jobs, and attrac ts 1.5 million new riders. Please certify the Final EIR and champion this critical rail project.

Thank you for advancing high-quality transit to the South Bay,

Toni O'Donnell
[redacted]
[redacted]

From: David Jund
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 4:45:47 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of the South Bay from 1972 to 1992 and my parents living within 1 mile of the Redondo Beach C Line station, I fully support the ROW option.

Please do not make a fatal mistake and send the extension down Hawthorne Blvd.! Please?

The ROW option is $730 million less expensive!!!!!
The South Bay Galleria station has so much potential to serve so many current residents and future residents if the Galleria property is re-developed into a mixed use development.
Torrance and Harbor Gateway's density continues to INCREASE i.e. Del Amo Mall parking lot turning into a massive apartment complex.

It is so difficult to drive to Torrance Memorial and Providence (Little Co. of Mary) Hospitals currently due to traffic.
Please help the South Bay have the BEST transit options = ROW alignment.

Thank you,
David Jund
[redacted]

From: Janeli Zendejas
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 8:58:40 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

I write in strong support of the C/K Line Extension to Torrance and the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear path to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Option is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

Further delays are not helpful to the South Bay community who will benefit the most. I believe the Hybrid LPA makes the most sense as it would require less land acquisition and improves safety along the row. As someone thay takes public transport and as a tourist prefers public transport, I strongly urge you to do what is right for your community.

Janeli Zendejas
[redacted]

[redacted]

From: Elias Naser
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 8:43:25 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear pathway to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Alternative is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

Elias Naser
[redacted]
[redacted]

From: Jonathan Burns
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Sunday, January 18, 2026 7:13:57 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the existing freight corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is the most comprehensive option with the most community benefits. We've been evaluating this for over 40 years. Evaluation of alternatives have been thorough and comprehensive.

With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA. The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery further, cost nearly $1 billion more, and generate impacts to businesses, residents, commuters, and transit riders. Hybrid LPA/ROW is supported by the City of Torrance, dozens of community, business, and labor organizations in the South Bay On Board Coalition and has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and champion this critical rail project.

Thank you for advancing high-quality transit to the South Bay,

Jonathan Burns
[redacted]
[redacted]

From: Jesse Mendez
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Sunday, January 18, 2026 7:16:28 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is a thoughtful and fully grade-separated solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents. I trust the process and the studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). Hybrid LPA will better serve equity-focus groups near the rail corridor with accessible transit stations and will be built sooner to serve more people. The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance Hybrid LPA for countywide and regional mobility.

Jesse Mendez
[redacted]
[redacted]

From: Jared Schwartz
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 8:45:33 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

There are too many cars on the road and we need mass transit in the South Bay.
As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes a freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining fiscally-sound. I trust the process and studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed 2-4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths. Hybrid LPA can move forward with state funding while the Hawthorne Option will require federal funds and NEPA review adding uncertainty and timeline. Let's connect the South Bay with light rail!

Jared Schwartz
[redacted]
[redacted]

From: Cynthia Thomas
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 11:29:18 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension.
How wonderful to be able to decrease the crush of traffic from the South Bay to the airport!
You have the power to decrease traffic congestion and give us cleaner air to breathe!
Thank you for your service and leadership.

Cynthia Thomas
[redacted]
[redacted]

From:	Michelle Brooks
To:	Board Clerk
Subject:	(EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date:	Tuesday, January 20, 2026 9:14:01 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative modernizes a freight corridor Metro already owns, improves safety and noise, and provides an under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed at least 4 years sooner than the Hawthorne Option...thereby serving more people. The plan includes construction mitigation and mobility paths without displacement. Hybrid LPA can move forward with state funding while the Hawthorne Option will require further delays with federal funds and NEPA adding uncertainty to the timeline.

Further delays impede progress! Let's trust the 40+ years of study, analysis, and expertise...and move forward!

Thank you,

Michelle Brooks
Resident
City of Torrance (District 5)/LA County

[redacted]

From: Ansar Fatani
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Sunday, January 18, 2026 11:03:42 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the existing freight corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is the most comprehensive option with the most community benefits. We've been evaluating this for over 40 years. Evaluation of alternatives have been thorough and comprehensive.

With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA. The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery further, cost nearly $1 billion more, and generate impacts to businesses, residents, commuters, and transit riders. Hybrid LPA/ROW is supported by the City of Torrance, dozens of community, business, and labor organizations in the South Bay On Board Coalition and has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and bring this critical rail project to fruitio n.

Having lived in the other largest cities in the US, being New York City and Chicago specifically, I understand how walkable cities via rail has made my life much healthier, cheaper, and more social. As I have now returned to my childhood home in North Redondo Beach, I will not pass up an offer to improve its public transportation. Especially with the connections to the new LAX station, Galleria, and (near) Del Amo, we can make the K line so much more useful and accessible than it is now.

Thank you for advancing high-quality transit to the South Bay,

Ansar Fatani

[redacted]

From: Connor Limburg
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 6:36:18 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear path to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Option is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically. Please go with the common sense option and help the city of Torrance connect with the rest of the county and metro network. The access to simple commuting options and car free transport to the airport would be an amazing benefit to the people living here.

Connor Limburg
[redacted]
[redacted]

From: Kc Castaneda
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 9:16:35 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear path to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Option is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

Kc Castaneda
[redacted]

[redacted]

From: Danita Bayer
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 8:51:11 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. I have lived in Los Angeles for 10 years without a car. Relying on metro to get around, I've never been able to quickly and directly get to Torrance or the many wonderful communities on this proposed route. This extension would provide important accessibility across the basin. Please do what you can to move this project forward!

Thank you,
Danita Bayer

[redacted]

From: Daniel Kho
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 9:17:43 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative modernizes a freight corridor Metro already owns, improves safety and noise, and provides an under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed at least 4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths without displacement. Hybrid LPA can move forward with state funding while the Hawthorne Option will require further delays with federal funds and NEPA adding uncertainty and timeline. Further delays are not progress. I trust 40+ years of study, analysis, and expertise. Bring rail now!

Daniel Kho
[redacted]
[redacted]

From: Julia Davidson
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 8:52:32 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear pathway to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Alternative is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

Julia Davidson
[redacted]
[redacted]

From: Connor Laffey
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 12:55:10 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear path to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Option is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

Connor Laffey
[redacted]
[redacted]

From:	Kevin Hernandez
To:	Board Clerk
Subject:	(EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date:	Sunday, January 18, 2026 11:13:49 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the existing freight corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is the most comprehensive option with the most community benefits. We've been evaluating this for over 40 years. Evaluation of alternatives have been thorough and comprehensive.

With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA. The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery further, cost nearly $1 billion more, and generate impacts to businesses, residents, commuters, and transit riders. Hybrid LPA/ROW is supported by the City of Torrance, dozens of community, business, and labor organizations in the South Bay On Board Coalition and has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and bring this critical rail project to fruitio n.

Thank you for advancing high-quality transit to the South Bay,

Kevin Hernandez
[redacted]
[redacted]

From: Lissette Rodriguez
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 9:27:35 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County who wants a better, more comprehensive metro system, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes a freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining fiscally-sound. I trust the process and studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed 2-4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths. Hybrid LPA can move forward with state funding while the Hawthorne Option will require federal funds and NEPA review adding uncertainty and timeline. Let's connect the South Bay with light rail!

Lissette Rodriguez
[redacted]

[redacted]

From: Meher Baghoomian
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 9:31:53 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear path to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Option is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

Meher Baghoomian
[redacted]
[redacted]

From: Andy Sanchez
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Sunday, January 18, 2026 11:15:02 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents. I trust the process and the studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). Hybrid LPA will better serve equity-focus groups near the rail corridor with accessible transit stations and will be built sooner to serve more people. The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance Hybrid LPA for countywide and regional mobility.

Andy Sanchez
[redacted]
[redacted]

From: Christopher Rhie
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 2:48:07 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As the co-chair of Urban Environmentalists Los Angeles, I write in strong support of the C/K Line Extension to Torrance and the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear path to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Option is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

Christopher Rhie
[redacted]

[redacted]

From: Carrie King Trimmer
To: Board Clerk; Metro, CLine
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR (1/14/26 Planning, 1/22/26 Board)
Date: Wednesday, January 21, 2026 10:30:14 AM

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Honorable Chair Dutra and Directors of the LA Metro Board,

I strongly support the C/K line extension to Torrance and wish you to finally get it done. I am over 50 years old and for more than 40 of them I have lived in Torrance (South High class of 1990), and for most of that time I have wished that I could easily hop on a train to get to other parts of Los Angeles County. I remember this possibility being discussed in newspapers in the 1980s. Running the K Line extension to the new Torrance Transit Center, over forty years later, has taken longer than I would have thought, and I really hope the board will seize a moment of clarity and vote to certify the Final EIR and approve the staff-recommended Hybrid LPA alignment.

Your own staff and the people in favor who are able to get off work and show up to this meeting will have already explained to you why this is the best choice: improved safety and quiet over the freight line – which has existed there for longer than any of the people complaining about it – and less disruptive and cheaper than the alternative Hawthorne Blvd alignment. I want to be able to catch the K line at the Torrance Transit Center and ride the LA Metro. It will help people everywhere in the South Bay; the support that this Hybrid LPA has among the people represented by the city and other supporting organizations shows this.

Please certify the Final EIR and bring this critical rail project to fruition.

Please.

Thank you for advancing high-quality transit to the South Bay,

Carrie Trimmer

Torrance

From: Kevin Hernandez
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Sunday, January 18, 2026 11:15:57 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents. I trust the process and the studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). Hybrid LPA will better serve equity-focus groups near the rail corridor with accessible transit stations and will be built sooner to serve more people. The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance Hybrid LPA for countywide and regional mobility.

Kevin Hernandez
[redacted]

[redacted]

From: Darren Valenzuela
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 9:37:28 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes a freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining fiscally-sound. I trust the process and studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed 2-4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths. Hybrid LPA can move forward with state funding while the Hawthorne Option will require federal funds and NEPA review adding uncertainty and timeline. Therefore, the Hybrid LPA is the only feasible path forward, as already determined by Staff and the Board, and is a crucial link in expanding access to transit across the South Bay and further beyond. Please please please certify the Final EIR for the C/K Line Extension to Torrance via the Hybrid LPA!

Darren Valenzuela
[redacted]
[redacted]

From: sarah tang
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 9:43:15 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear path to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Option is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

* Adding the line will decrease traffic and and lower air pollution, with more people being transported in fewer cars/vehicles, and so that we can breathe cleaner air. It will also help with feeling connected to the amazing people and businesses of Greater LA. The Torrance station is huge, and there's a lot of potential to build a train linkage up to LAX!

sarah tang
[redacted]
[redacted]

From: Brett Hollenbeck
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 10:01:09 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the Los Angeles with family in Torrance, I write in strong support of the C/K Line Extension to Torrance and the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear path to construction.

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Brett Hollenbeck
[redacted]
[redacted]

From: Carey Bennett
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 4:44:17 PM

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Honorable Chair Dutra and Directors of the LA Metro Board,

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Carey Bennett
[redacted]
[redacted]

From: Brian Dinh
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 9:44:23 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

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Brian Dinh
[redacted]
[redacted]

From: Chaewon Winter
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Sunday, January 18, 2026 11:16:46 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the existing freight corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is the most comprehensive option with the most community benefits. We've been evaluating this for over 40 years. Evaluation of alternatives have been thorough and comprehensive.

With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA. The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery further, cost nearly $1 billion more, and generate impacts to businesses, residents, commuters, and transit riders. Hybrid LPA/ROW is supported by the City of Torrance, dozens of community, business, and labor organizations in the South Bay On Board Coalition and has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and bring this critical rail project to fruitio n.

Thank you for advancing high-quality transit to the South Bay,

Chaewon Winter
[redacted]
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 10:20:26 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear path to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Option is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

[redacted]

,

From:	Haydee Garzon
To:	Board Clerk
Subject:	(EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date:	Sunday, January 18, 2026 11:16:50 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

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Thank you for advancing high-quality transit to the South Bay,

Haydee Garzon
[redacted]

[redacted]

From: Cameron McKay
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 4:14:11 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative modernizes a freight corridor Metro already owns, improves safety and noise, and provides an under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed at least 4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths without displacement. Hybrid LPA can move forward with state funding while the Hawthorne Option will require further delays with federal funds and NEPA adding uncertainty and timeline. Further delays are not progress. I trust 40+ years of study, analysis, and expertise. Bring rail now!

Cameron McKay
[redacted]
[redacted]

From: Gigi Collatos
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 9:50:55 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes a freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining fiscally-sound. I trust the process and studies and it's time we get this built.

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Gigi Collatos
[redacted]
[redacted]

From: Christian Eustaquio
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 9:57:10 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear pathway to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Alternative is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

Christian Eustaquio
[redacted]
[redacted]

From: Austin Moreau
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 12:50:59 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative modernizes a freight corridor Metro already owns, improves safety and noise, and provides an under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region.

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Austin Moreau
[redacted]
[redacted]

From: Philip Burns
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 10:20:39 PM

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LA Metro Board Clerk,

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Philip Burns
[redacted]
[redacted]

From: Karissa Ida
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Sunday, January 18, 2026 11:17:18 PM

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Thank you for advancing high-quality transit to the South Bay,

Karissa Ida
[redacted]
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 10:31:59 PM

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[redacted]

,

From: Jessica Franco
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Sunday, January 18, 2026 11:23:28 PM

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Jessica Franco
[redacted]
[redacted]

From: Jack Wong
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 9:58:11 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is environmentally-sound and has over $1.4 billion already secured. The Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed 2-4 years sooner than Hawthorne to serve more people. Please do NOT select the Hawthorne Boulevard alignment, which is $730 million dollars more expensive and will require federal funds that won't come in until the next presidential administration (at the earliest).

Jack Wong
[redacted]
[redacted]

From: Ashlei Izumo
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 9:47:31 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative modernizes a freight corridor Metro already owns, improves safety and noise, and provides an under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed at least 4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths without displacement. Hybrid LPA can move forward with state funding while the Hawthorne Option will require further delays with federal funds and NEPA adding uncertainty and timeline. Further delays are not progress. I trust 40+ years of study, analysis, and expertise. Bring rail now!

Ashlei Izumo
[redacted]
[redacted]

From:	Joyous Barva
To:	Board Clerk
Subject:	(EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date:	Tuesday, January 20, 2026 10:49:33 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

I have been a transit rider since I attended high school in Harbor City, and my passion for public service and transportation led me to pursue a Master's of Urban Planning at USC. It is essential that we can build affordable, realistic, and effective alternatives to continued car dependency. I urge the Metro team to approve the Hybrid LPA, which will put trains to Torrance sooner, and vastly increase our ability to approve new housing and reduce congestion in LA County starting now!

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear path to construction.

Let's get this train going!

Very respectfully,
Joyous Barva

[redacted]

From: zoraiz hashmi
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Sunday, January 18, 2026 11:34:43 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents. I trust the process and the studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). Hybrid LPA will better serve equity-focus groups near the rail corridor with accessible transit stations and will be built sooner to serve more people. The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance Hybrid LPA for countywide and regional mobility.

zoraiz hashmi
[redacted]
[redacted]

From: Aron Sanchez-Vidal
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 3:26:57 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear path to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Option is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

Aron Sanchez-Vidal
[redacted]

[redacted]

From: Mary Ross
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 10:02:54 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

Having available transportation is so important. As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear pathway to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Alternative is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

Mary Ross
[redacted]
[redacted]

From: Manar Totonji
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 11:00:30 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear path to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Option is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

Manar Totonji
[redacted]

[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 10:34:19 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes a freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining fiscally-sound. I trust the process and studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed 2-4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths. Hybrid LPA can move forward with state funding while the Hawthorne Option will require federal funds and NEPA review adding uncertainty and timeline. Let's connect the South Bay with light rail!

In addition, as someone who has driven lots around the South Bay, I know for a fact that Hawthorne Boulevard would be stuck with YEARS of traffic and congestion, and us residents would never forgive you for it.

[redacted]

,

From: k s
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Sunday, January 18, 2026 11:39:16 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the existing freight corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is the most comprehensive option with the most community benefits. We've been evaluating this for over 40 years. Evaluation of alternatives have been thorough and comprehensive.

With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA. The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery further, cost nearly $1 billion more, and generate impacts to businesses, residents, commuters, and transit riders. Hybrid LPA/ROW is supported by the City of Torrance, dozens of community, business, and labor organizations in the South Bay On Board Coalition and has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and bring this critical rail project to fruitio n.

Thank you for advancing high-quality transit to the South Bay,

k s
[redacted]

[redacted]

From: Ann Gorthoffer
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 2:03:47 PM

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LA Metro Board Clerk,

Dear Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and the staff-recommended Hybrid LPA. It is a comprehensive option with good community benefits and a clear path to construction.

The South Bay needs an alternative to the congested 405. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Option is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.
It's time to do this!
Thank you.

Ann Gorthoffer
[redacted]

[redacted]

From: Lauren Luna
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 11:06:32 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of Southern California, I write in strong support of the C/K Line Extension to Torrance and the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear path to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Option is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

Lauren Luna
[redacted]
[redacted]

From: Ande Merendino
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 8:52:59 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative modernizes a freight corridor Metro already owns, improves safety and noise, and provides an under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed at least 4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths without displacement. Hybrid LPA can move forward with state funding while the Hawthorne Option will require further delays with federal funds and NEPA adding uncertainty and timeline. Further delays are not progress. I trust 40+ years of study, analysis, and expertise. Bring rail now!

Ande Merendino
[redacted]
[redacted]

From: allison phillips
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 10:43:12 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear pathway to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Alternative is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

We need the Metro line extended to the South Bay to ease congestion, reduce commute times, and connect our coastal communities to the broader economic and cultural hubs of Los Angeles. This investment would lower emissions, support local businesses, and finally give South Bay residents equitable access to reliable public transit.

allison phillips
[redacted]

[redacted]

From: Ozzie Cruse
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Sunday, January 18, 2026 11:57:09 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and urge you to certify the Final EIR and advance the project with the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the existing freight corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is the most comprehensive option with the most community benefits. We've been evaluating this for over 40 years. Evaluation of alternatives have been thorough and comprehensive.

With the new K Line and LAX Metro station, this project brings a reliable 19-minute trip from Torrance to LAX and direct rail access to Inglewood, Gateway Cities, Culver City, Santa Monica, and Downtown LA. The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA avoids added cost, approvals, and disruption in the Hawthorne alternative, which could delay delivery further, cost nearly $1 billion more, and generate impacts to businesses, residents, commuters, and transit riders. Hybrid LPA/ROW is supported by the City of Torrance, dozens of community, business, and labor organizations in the South Bay On Board Coalition and has secured over 52% of funding, creates 15,000 jobs, and attracts 1.5 million new riders. Please certify the Final EIR and bring this critical rail project to fruitio n.

Thank you for advancing high-quality transit to the South Bay,

Ozzie Cruse
[redacted]
[redacted]

From: Patrick Nagai
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 10:43:37 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative is an environmentally-sound solution that modernizes a freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining fiscally-sound. I trust the process and studies and it's time we get this built.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed 2-4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths. Hybrid LPA can move forward with state funding while the Hawthorne Option will require federal funds and NEPA review adding uncertainty and timeline. Let's connect the South Bay with light rail!

Patrick Nagai
[redacted]
[redacted]

From: Megan Johnson
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 11:27:30 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative modernizes a freight corridor Metro already owns, improves safety and noise, and provides an under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed at least 4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths without displacement. Hybrid LPA can move forward with state funding while the Hawthorne Option will require further delays with federal funds and NEPA adding uncertainty and timeline. Further delays are not progress. I trust 40+ years of study, analysis, and expertise. Bring rail now!

Megan Johnson
[redacted]
[redacted]

From: Alex Matsuda
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Wednesday, January 21, 2026 4:46:44 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance and advance the staff-recommended Hybrid LPA. The Hybrid Locally Preferred Alternative modernizes a freight corridor Metro already owns, improves safety and noise, and provides an under-19-minute ride from Redondo Beach and Torrance to LAX. This project delivers on Measure R and M promises, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region.

Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Hybrid LPA will better serve transit riders with neighborhood-accessible transit stations versus a station on an 8-lane highway and will be completed at least 4 years sooner than Hawthorne to serve more people. The plan includes construction mitigation and mobility paths without displacement. Hybrid LPA can move forward with state funding while the Hawthorne Option will require further delays with federal funds and NEPA adding uncertainty and timeline. Further delays are not progress. I trust 40+ years of study, analysis, and expertise. Bring rail now!

Alex Matsuda
[redacted]
[redacted]

From: William Frankenfeld
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to Torrance Final EIR
Date: Friday, January 16, 2026 11:24:54 AM

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LA Metro Board Clerk,

Honorable Chair Dutra and LA Metro Directors,

As a resident of LA County, I urge you to certify the Final EIR for the C/K Line Extension to Torrance. The Hybrid Locally Preferred Alternative is a thoughtful and fully grade-separated solution that modernizes an aging freight corridor, improves safety and noise, and provides a direct under-19-minute ride from Redondo Beach and Torrance to LAX. It strengthens regional connections to jobs, housing, education, and communities on the K Line while improving first-last mile mobility. This project delivers on a Measure R and M promise, addresses community concerns, and brings 15,000 jobs. The project has been studied for decades, with extensive refinement in the FEIR, and meaningful mitigations for residents.

The Hybrid LPA has over $1.4 billion already secured—over 52% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Other Metro projects have advanced from FEIR with far less funding in place, from Eastside Transit Corridor (33%) to Southeast Gateway Line (20%). The C/K Line Extension is well-positioned to receive additional state funding and remain competitive amid tariffs and inflation. Now is the time to champion and advance certification and approval of the C Line to Torrance for countywide and regional mobility.

William Frankenfeld
[redacted]

From: Alaine Fernandez
To: Board Clerk
Subject: (EXTERNAL) FOR Item 11: Approve C Line to my Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Tuesday, January 20, 2026 3:04:20 PM

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LA Metro Board Clerk,

Honorable Chair Dutra and Directors of the LA Metro Board,

As a resident of the South Bay, I write in strong support of the C/K Line Extension to Torrance and the staff-recommended Hybrid LPA. The Hybrid LPA selected by the Board in 2024 and refined in the FEIR uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter, connects directly to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear pathway to construction.

The South Bay is a transit desert and urgently needs an alternative to the congested I-405 for rapid transit. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hawthorne Alternative is far costlier with uncertain approvals and timelines. Hybrid LPA/ROW is supported by the City of Torrance, and dozens of local community, business, and labor organizations. A motion against staff recommendation after decades of study and outreach should be evaluated critically.

Alaine Fernandez
[redacted]
[redacted]

From:	Jorge Jiminez
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.s@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk
Subject:	(EXTERNAL) Eminent Domain Letter Received in Lawndale for C/K Line Extenstion
Date:	Sunday, January 18, 2026 7:08:38 PM
Attachments:	LawndaleEminentDomainLetter.pdf LawndaleLawyerLetter.pdf

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Dear Metro Board of Directors and Staff,

Metro keeps telling you that there are "no residential property acquisitions" if you were to choose the ROW for the C/K Line Extension to Torrance. If that is true, why did my nextdoor neighbor receive this notice from Metro talking about acquiring his property??? And why is he also getting letters from Eminent Domain lawyers??? I am attaching the two letters for you to read.

At the very least, Metro has done a piss poor job of communicating with our neighborhood. On one hand, we are getting this property on acquisition letters. On the other hand, Metro tells you there aren't any property acquistions on the ROW. So who am I supposed to believe? Where has the outreach been to affected property owners? Nobody has every knocked on my door. The best we get is a little postcard rubberbanded to our fence.

This neighborhood is living in constant fear of what is going to happen with this light rail extension. You have the chance to put this community's minds at east on Thursday if you vote PUT IT ON HAWTHORNE BOULEVARD and not on the ROW.

Thank You,

Jorge Jimenez

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Metro

September 8, 2025

RE: Notice of Availability (NOA) of Final Environmental Impact Report (EIR) for the C (Green) Line Extension to Torrance Project

Dear Property Owner:

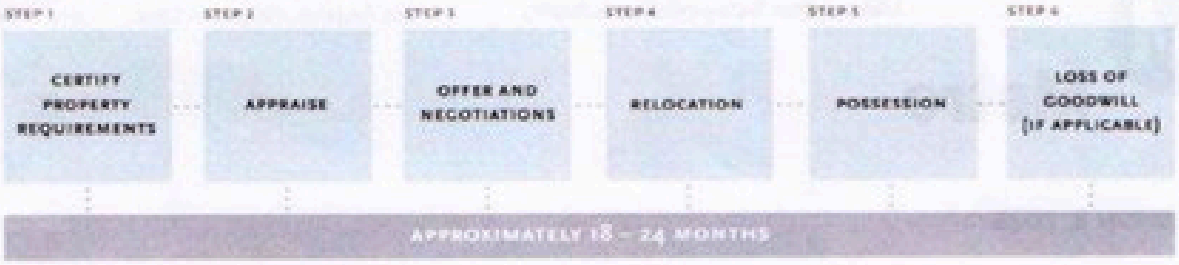
The Los Angeles County Metropolitan Transportation Authority (Metro) has published the Notice of Availability (NOA) for the Final Environmental Impact Report (EIR) for the C (Green) Line Extension to Torrance Project (Project) pursuant to the California Environmental Quality Act (CEQA). This Final EIR responds to all comments received on the Draft EIR during the public comment period and incorporates revisions and clarifications where appropriate. The complete EIR will consist of the Draft EIR and the Final EIR, including responses to comments. The document is available on the Project website at metro.net/clineext.

Metro is the lead agency for the Project, a proposed light rail transit line that would extend approximately 4.5 miles from the end of the existing Redondo Beach (Marine) Station southeast to Torrance traveling along portions of the Metro-owned Harbor Subdivision freight railroad right-of-way (Metro ROW). The proposed light rail line would operate as part of the Metro K Line with connections to Los Angeles International Airport (LAX) and the Metro C (Green) Line and E (Exposition) Lines. On May 23, 2024, the Metro Board of Directors (Metro Board) selected the Hybrid Alternative, evaluated in the Draft EIR as the 170th & 182nd Street Grade Separated Light Rail Alternative, as the Locally Preferred Alternative (LPA). The LPA travels along the Metro ROW with two new stations (Redondo Beach Transit Center and Torrance Transit Center), see Attachment A.

The purpose of this letter is to notify you that the LPA described in the Final EIR *may* affect your property and, if the Metro Board of Directors certifies the Final EIR and approves the Project, the Project may require acquisition of, or an easement on, your property. Please refer to Appendix B of the Final EIR, Advanced Conceptual Engineering (ACE) Plans for the LPA, which identifies all properties that may be affected by the Project, either *temporarily* during construction or *permanently* for the operation of the project.

In addition to the Final EIR, Metro staff has prepared the 2025 Real Estate Acquisition Report, which provides a summary of potentially affected properties, which is available on the Project website at metro.net/clineext. The standard property acquisition process is shown below. More information about Metro's property acquisition process is available at: https://www.metro.net/about/property-acquisition.

Acquisitions and Negotiation Process



Relocation Process

The Final EIR is available for review at the website, metro.net/clineext, and at the following locations:

- Lawndale Library (14615 Burin Ave, Lawndale, CA 90260)
- Redondo Beach North Library (2000 Artesia Blvd, Redondo Beach, CA 90278)
- North Torrance Library (3604 Artesia Blvd, Torrance, CA 90504)
- Katy Geissert Civic Center Library (3301 Torrance Blvd, Torrance, CA 90503)
- Metro Headquarters Library (One Gateway Plaza, Los Angeles, CA 90012) by appointment only. Please email library@metro.net to schedule an appointment.

The Metro Board is anticipated to consider certifying the Final EIR and approving the Project in Fall 2025, at one of the Board's regularly scheduled monthly Board meetings. The Metro Board's meeting agendas are publicly posted in advance of each meeting. The Metro Board meetings are typically scheduled to start at 9:00 am in the Metro Board Conference Room, One Gateway Plaza, 3rd Floor, adjacent to Union Station in Downtown Los Angeles. Information regarding a specific Board meeting's time and agenda can be found at: https://boardagendas.metro.net.

If the Board approves the Project and certifies the Final EIR, Metro will file a Notice of Determination (NOD) with the County Clerk and State Clearinghouse to complete the CEQA process.

Sincerely,

[redacted]

Georgia Sheridan, AICP
Senior Director, Mobility Corridors, Countywide Planning & Development

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Metro

September 8, 2025

RE: Notice of Availability (NOA) of Final Environmental Impact Report (EIR) for the C (Green) Line Extension to Torrance Project

Dear Property Owner:

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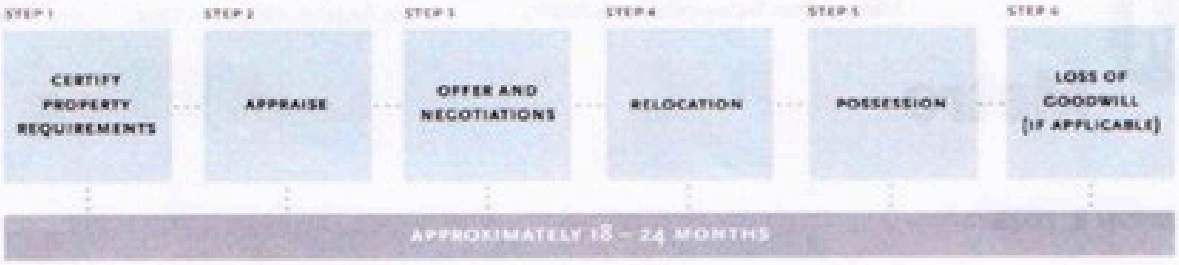
Acquisitions and Negotiation Process



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If the Board approves the Project and certifies the Final EIR, Metro will file a Notice of Determination (NOD) with the County Clerk and State Clearinghouse to complete the CEQA process.

Sincerely,

[redacted]

Georgia Sheridan, AICP
Senior Director, Mobility Corridors, Countywide Planning & Development

Charles D. Cummings
D. Daniel Pranata
Karyn A.M. Jakubowski
Theresa M. Pranata
Holly E. Acevedo
Kristen E. Robison
Julian A. Vischer

Gary A. Kovacic
Of Counsel

Roger M. Sullivan (1926 - 2016)
Henry K. Workman (1926 - 2020)
John J. Dee (1941 - 2003)

Author's Email Address
dpranata@swdlaw.net

SULLIVAN WORKMAN & DEE, LLP

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Pasadena Office *(Mailing Address)*
600 N. Rosemead Boulevard, Suite 209
Pasadena, California 91107-2154
213.624.5544 | 626.656.8750

San Diego Office
3111 Camino Del Rio North, Suite 400
San Diego, California 92108
800.717.4990

December 11, 2025
NEWSLETTER

[redacted]

Re: Proposed Acquisition of Property for the
C Line Extension to Torrance Project
by the Los Angeles County Metropolitan
Transportation Authority (LACMTA)
APN(s): 4080-003-019

[redacted]

As you may know, a final Environmental Impact Report (EIR) was released to the public on September 12, 2025 by the Los Angeles County Metropolitan Transportation Authority (LACMTA) for the proposed C Line Extension to Torrance Project. As a result, you may be entitled to certain compensation and benefits under California's Eminent Domain Law and Relocation Assistance Act. You have certain rights, remedies, and claims if your property (or a portion thereof) is acquired. Any documents you sign may affect those rights, remedies, and claims. In addition, there may be actions you should take now to preserve your rights and enhance your claims for just compensation.

Our law firm has concentrated in the areas of eminent domain and relocation in California for over 65 years. During that time, we have handled well over a thousand matters for property and business owners seeking greater compensation for their real estate interests, improvements, fixtures and equipment, loss of business goodwill, and other claims. We have also handled many eminent domain matters involving multi-family residential parcels including apartments, condominiums, townhouses, mixed-use and planned unit developments. We are very experienced with the unique valuation issues that are involved with these types of properties.

Our firm routinely handles these matters on a contingent fee basis based on a percentage of the amount received in excess of the agency's initial offer. The amount of the percentage is negotiable and we are willing to discuss a mutually acceptable arrangement. At your request, we can meet with you to discuss your potential claims and the benefit of competent legal representation. There is no charge or obligation for an initial conference. If you are currently represented by counsel, please disregard this letter.

If you are interested in discussing this matter further, please give me a call at the number listed above or toll free at (800) 717-4990. If I am not available, please ask for my partner Charles Cummings.

Very truly yours,

[redacted]

D. Daniel Pranata
SULLIVAN, WORKMAN & DEE, LLP

DDP/mc
Enclosures

From: Collin Surbeck
To: Board Clerk
Subject: (EXTERNAL) Don"t Kill the K Line Extension
Date: Saturday, January 17, 2026 9:28:21 AM

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Hi,

Please don't kill the South Bay extension! I live by the K line.

This is some of the least disruptive construction in an urban environment ever, not just compared to other rail. It's going where rail already is.

From:	Ben McLaughlin
To:	Board Clerk
Cc:	Metro, CLine; washingtonp@metro.net; Sheridan, Georgia; Dierking, Mark; mayor@cityofinglewood.org
Subject:	(EXTERNAL) Do Not Derail the C Line Extension for a Vocal Minority
Date:	Saturday, January 17, 2026 10:45:32 PM

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Dear Metro Board Members,

I am writing in strong opposition to the Board once again entertaining the Hawthorne Blvd. alignment for the South Bay C Line extension.

I grew up in Redondo Beach. I live with the consequences of decades of "study," delay, and capitulation to a small but loud group of NIMBY opponents who oppose transit on principle, not facts. It is infuriating to watch Metro consider throwing away years of planning and public money to appease people who will oppose any alignment, anywhere.

Revisiting the Hawthorne alignment risks delaying this project for years and could easily kill it altogether. Everyone involved understands this. Any option that is slower, more expensive, and less build-ready directly undermines Metro's credibility and commitment to delivering real transit, not just endless process.

Metro staff have already done the work. The Hybrid alignment is cheaper, faster to construct, and ready to move forward. Ignoring your own professional staff in favor of political pressure sets a dangerous precedent and sends a clear message that the loudest complainers — **not the public interest** — run this agency.

Opponents of the Hybrid alignment are not protecting the community. They are protecting their own narrow interests at the expense of mobility, climate goals, and future generations. And if the Board believes only one side can be loud, I can assure you that supporters of real transit can be loud too — and we vote.

Stop delaying. Stop rewarding obstruction. Adopt the Hybrid alignment and get shovels in the ground.

Sincerely,
Ben McLaughlin
Redondo Beach

From:	2hunter
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov
Cc:	tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; gomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; lamont.cobb@lacity.org; nemerson@bos.lacounty.gov; andres.s@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.yaroslavsky@lacity.org; councilmember.padilla@lacity.org; kristen.pawling@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; Sbjusticealliance@gmail.com
Subject:	(EXTERNAL) Do NOT Approve proposed rail line
Date:	Monday, January 19, 2026 10:39:44 PM

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boardclerk@metro.net
Directors of the LA Metro Board,

As long time residents of the South Bay my family and I write in absolute opposition to the proposed rail line through the neighborhood corridor known as " The Row".
1. It offers no access to businesses, jobs or services. It would leave riders in the middle of a suburban neighborhood with blocks to walk for any access.
2. It would destroy the livability of an established community
3. It would be dangerous and disruptive.
4. It is a useless location for transit.
5. There is no reason someone would take public transportation along this route rather than the 405 as there destinations do not coincide.
IN CONTRAST: HAWTHORNE BLVD is the central artery for access to commercial sites, medical offices, hospitals, service businesses and JOBS. It IS where people NEED to be.
ASK the people where they need to go! Ask the people what they need and do not destroy a community on an ill conceived plan of transit to nowhere. It isn't saving money to build a system that serves no constituents.

Most Sincerely,
William and Marianne Hunter

From: Patrick Healy
To: Board Clerk; Customer Relations; Metro, CLine
Subject: (EXTERNAL) Concerns Regarding Hawthorne Blvd. Alignment and Regional Transit Viability
Date: Monday, January 19, 2026 11:41:46 PM

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Dear Metro Board Members and Project Staff,

I regret that I am unable to attend the upcoming Metro meeting on Thursday due to a scheduling conflict, but I want to ensure my concerns regarding the proposed Hawthorne Blvd. alignment are formally submitted for the record.

My concern is not opposition to transit expansion, but the long-term viability of the Hawthorne Blvd. option as it is currently being advanced. Increasingly, it appears to function as a Not-In-My-Backyard workaround rather than a realistic regional solution. By shifting the alignment away from an existing right-of-way and into a major arterial that crosses multiple jurisdictions, the project risks becoming mired in prolonged litigation, overlapping community processes, and repeated Metro Board deliberations. Those risks are largely avoidable if Metro makes full use of the existing right-of-way already designed for rail operations.

History suggests that alignments dependent on multiple cities' consent—particularly when they introduce new surface-level impacts—face significant delays. In practical terms, this approach could stall Metro's expansion into the Redondo Beach vicinity not because of engineering constraints, but because of procedural and political friction.

There is also a broader regional consequence. If this alignment leads to extended delays, Redondo Beach risks missing meaningful participation in the upcoming Olympic transit network. That would affect not only visitors, but residents and workers who would otherwise rely on reliable rail access during a period of unprecedented regional demand.

Finally, I am troubled by the inconsistency in how local land-use and impact concerns are being handled. Voters in Redondo Beach were recently asked to set aside similar concerns in the name of local autonomy and regional necessity. Reintroducing those same arguments now —through third-party advocacy rather than direct public accountability—raises questions about process transparency and long-term trust.

I urge Metro to carefully consider whether the Hawthorne Blvd. option genuinely advances regional connectivity, schedule certainty, and rider safety, or whether it introduces avoidable risks that could delay service to the South Bay for years.

Thank you for your time and for your consideration of these comments.

Sincerely,

Pat Healy

[redacted]

From: S. Higa
To: Board Clerk
Subject: (EXTERNAL) Comments on South Bay extension
Date: Saturday, January 17, 2026 3:19:15 PM

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Hello,

I would like to voice my support for the Hybrid LPA for the South Bay extension project. I believe the detractors for this project are acting in BAD faith, and do not want any line at all. The hawthorne option will cost more and take longer to build, it does not make sense. Use metro's hybrid right of way please!!!

I also do not support any restriction ot watering down of SB79. The city is in a housing crisis, with a clear lack of housing supply. I know many young talented bright individuals in this city who cannot afford a home. Do not destroy their American Dream!!!

Thank you,

Skye Higa
[redacted]

[redacted]

From: Luka Peharda
To: Board Clerk
Subject: (EXTERNAL) Comments on Agenda items at the scheduled Board Meeting for Jan 22nd, 2026
Date: Wednesday, January 21, 2026 2:34:42 PM

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To whom this may concern,

My name is Luka Peharda, and I am a resident of the City of Los Angeles on the Westside. My comments for Board Agenda items at the Regular Board Meeting scheduled on 1/22/26 at 10am are as follows:

Agenda Item 10
I am writing in strong and utmost support of the modified version of Alternative 5 for the Sepulveda Corridor Project. It is critical to establish this missing link in the Metro network and provide an alternative to the 405. The time savings, cost effectiveness, and reduced likelihood of having to combat litigation from homeowners/residents in the areas affected by the overall project make this the best option, and the technology implemented may have the benefit of being used as a model for future Metro projects. As a resident of the area, I urge the board to choose the option that will make the largest impact and help develop a critically underserved throughway with respect to transit service.

Agenda Item 11
I am writing to urge the board to approve the selected and Metro-staff-reccomended Locally Preferred Alternative for the South Bay C/K line extension. This will utilize the existing Metro ROW and serve the newly built Redondo Beach Transit Center, serving numerous core and critical bus lines. Utilizing the existing ROW will ensure the project can be built within a reasonable time frame, support the most ridership, and help develop the surrounding area for desperately needed housing.

Agenda Item 11.1
I am writing in strong opposition to this last minute motion by board members Mitchell, Sandoval, and Dupont-Walker, which would go against the staff recommendations for this project, the South Bay C/K line rail extension. This motion disregards the selected Locally Preferred Alternative, and would reduce ridership, cost efficacy, and require additional CalTrans involvement that will push this project beyond any reasonable timeline for completion. The environmental and developmental costs are not worth any benefit this option could bring. Metro is supposed to represent the interests of the people it serves, as it receives publicly funded money for the vast majority of its operations and projects. This last-minute maneuver undermines that integrity, and will connect to fewer transit services in the area. The project area, likely to become part of the K line upon completion, will be part of a critical light-rail line defining north-south connectivity on the Westside and Mid-city, and we can't afford to stop short of a truly beneficial solution that enriches lives and makes transit more accessible and effective. Pursuing the Hawthorne option may also require partial closures of

key freeways in the area, a move likely to upset commuters while the project is being built, and as it stands, Metro doesn't have a great reputation for effectively communicating road closures and detours, as well as the impacts of its construction projects. Please pursue the Locally Preferred Alternative to ensure this project reaches its utmost potential.

Agenda Item 22
I am writing in staunch opposition to the pursuit of debt as funding for the $1.7 billion needed for the ExpressLanes project on the I-105 freeway. Pursuing debt for a project that will only encourage induced demand and increase traffic emissions and congestion is a shortsighted move, especially considering there are a number of emissions-reductions related projects Metro could be pursuing with borrowed funds instead. The continuation of ExpressLanes will result in more cars on the road, which is in stark contrast to Metro's mandated goal of reducing VMT, or Vehicle Miles Traveled. I urge Metro to pursue alternate means of improving congestion and reducing emissions, such as improving the frequency (and thus reliability) of surrounding local bus lines and the Metro C line, as well as a zero-emissions bus fleet. Prioritizing C line improvements, such as platform extensions to accommodate 3-car trains, and the already-in-progress overhead wire replacement will produce a much better outcome when measured in terms of people moved per hour in a given segment, and when measured in terms of VMT and emissions reductions.

Agenda Item 33, Action B
I am writing to oppose the Metro-staff-reccomended opposition to SB 677. This bill would enhance the effectiveness of SB79, which was approved by legislators, and is broadly supported by the greater Los Angeles area community. Though not the same topic, broad support of measure HLA in the city of Los Angeles should be a harbinger for overall public support of SB79 because they both encourage the development of transit-related improvements and plot a more sustainable path for LA County's future. Opposing this measure would undermine public trust in the Metro Board even further than it already is, and trying to exempt LA County from SB79 would be an unprecedented move that would cost Angelenos decades of future sustainable development in our County. Los Angeles faces some of the highest housing costs in the nation, and as people leave the LA area and California, they will look back and see these policy failures as representative of the current government, and when it comes to public transit, the Metro Board is the governing authority for LA County.

Agenda Item 45 and related General Public Comment
I understand the following comment is long in duration but I request board members read it through as it addresses perhaps the most difficult operational challenge currently being undertaken by Metro bus operations. I know Board Member Hahn in particular has been vocal about how long the canceled bus procurement has been dragging on and following J line electrification so I hope she in particular will read the following, while hoping the entire board does as well.

I am writing to urge the Metro Board to approve Agenda Item 45, a contract for the acquisition of, and service-level-agreement for, up to 73 on-route chargers for battery-electric buses. Metro lags far behind on zero-emissions bus deployments in LA county, and this item will help close that gap and ensure battery-electric buses can complete longer service blocks.

Summary of the following additional comments: Bus electrification challenges are unique to Metro and Metro staff incompetencies, as evidenced by electrification progress observed by other agencies with market-available technologies that could meet Metro's needs, but staff have been pursuing poor options for bus procurements. Recommendations for a future board

or Operations Committee motion are in the last sub-section of commentary.

Background and Metro's history with zero-emissions buses

In a similar fashion, I am extremely concerned about the competency of Metro staff when it comes to implementing the board-mandated 2035 transition deadline, as well as the CARB-mandated 2040 deadline. So far, Metro staff have spent multiple years on a bus procurement for zero-emissions buses, just to cancel it at the last minute. That time isn't just wasted time, but rather it's multiple years' worth of salaries for multiple staff members, funded by our taxpayer dollars. This latest procurement attempt has yielded nothing so far. The J line BYD K9MD buses have been pulled from service entirely (with the exception of 3x 2021 models), while the Metro G line continues to operate with largely electric buses. This should highlight the need to investigate and compare the failures and successes and compare the operations of those two lines, but Metro has failed to do so. The Metro G Line has operated battery-electric buses almost consistently (with the exception of Summer 2024) supported by on-route charging since its 2021 electrification date, which was the original goal for the J line. The J line electrification is now more than 5 years behind schedule with no update from Metro staff on issues or timelines other than a failed goal of "Early December" as stated in the last ZEB Program update back in November/December. The J line is equipped with the necessary on-route chargers, yet its buses (and Division 2's local BYD buses) remain out of service, conceivably due to mechanical issues which the manufacturer, BYD, does not have a reliable reputation of fixing. The G line has operated successfully with New Flyer BEBs for all this time. New Flyer offered a proposal for buses for the J line, but Metro staff recommended against it despite New Flyer's proposal being the most highly ranked in terms of technical capability and past experience, and awarded it to BYD on the basis of jobs creation. The public's taxpayer dollars have been wasted on buses that don't work and aren't meeting Metro commitments to electrification, *despite* the fact that Metro has had a history of issues with BYD since 2015 and the first demonstrator units operated out of Division 1, which were then returned to BYD due to issues preventing them from being used in regular revenue service.

The unique nature of these problems to Metro and not other agencies

This issue is largely unique to Metro and incompetencies specific with staff working on this project. In comparison, other regional transit operators have had much more success with fleet electrification, and remaining closer to on-time with their initial schedules. Santa Monica's Big Blue Bus now operates 34 battery electric buses out of its 195-bus fleet, with nearly every zero-emissions bus operating every weekday, despite the fact that BBB has deployed zero on-route charging infrastructure, and only has 20 chargers to charge all 34 BEBs currently in its fleet. They have not experienced anywhere near the amount of mechanical issues, breakdowns, and reliability problems as Metro has experienced with its bus fleet. Their staff have written that Gillig has provided "excellent parts and service support" for the fleet (read more here). Their latest battery-electric 35-footer can complete 250 miles of driving per day, meeting all of their service needs. Those same buses, available in 40-foot capacity, can be equipped with on-route charging to suit Metro's needs of extended service ranges. However, that manufacturer, Gillig, doesn't want to do business with Metro because Metro has alienated the entire bus industry by demanding customizations and specifications not to industry standard norms. They recently won an award for up to 500 40-foot electric buses for King County Metro, which will utilize on-route charging, and their extended range batteries. They are also in the process of another 500-bus delivery for the Dallas Area Rapid Transit agency, which despite being a CNG bus procurement, demonstrates their ability and willingness to work with large order quantities. Sources for these claims of Metro alienating the bus industry

can be found in the questions and answers documents for the now-canceled regional bus procurement Metro solicited in April 2024.

Separately, the city of Gardena's Gtrans and Norwalk Transit have found the same 40-foot Gillig bus suitable to their operations, while not alienating manufacturers by requesting unreasonable levels of customization. Furthermore, Antelope Valley Transit Authority has managed to successfully fully electrify their local and commuter bus fleets using BYD and Motor Coach Industries buses despite the issues associated with the former manufacturer in that list. They completed the local bus electrification 7 years ago now, supported by on-route charging at multiple locations, and cultivated a relationship with BYD. LADOT has experienced issues with their BYD buses, but nevertheless has deployed the largest fleet of electric buses regularly in service in all of LA County. According to their Q&A for a contracted transit services RFP, they are eyeing Gillig and MCI (Motor Coach Industries) to replace the remainder of their local and commuter fleet, respectively (given the reliability issues with BYD and restrictions on federal funding). They are also likely to use the state contract bus delivery approach. Furthermore, Long Beach Transit is currently completing an order of 30 40-foot New Flyer XE40 buses, serving all of their service blocks without requiring on-route charging. These buses have been delivered without sitting unused for months before entering revenue service, unlike the BYD buses Metro has procured.

Metro staff have let timelines slip, and each year, introduce revised program timeline estimates that squash deadlines together to unrealistic turnaround times. Metro's predecessor, SCRTD, and LA Metro itself have a history of operations staff opposing the move to cleaner bus technologies because they like what they know and what is proven at the time. It took twenty years for diesel buses to be replaced in favor of CNG buses, which is significantly longer than the time we have left before being out of compliance with the state CARB mandate. Operations' "comfort" cannot come at the expense of air quality, the environment, and the future for Angelenos. Other agencies have proven that progress is doable and realistic.

The state of Metro's current bus fleet and risks of service impacts during critical events such as Olympics

Metro staff have said in their most recent ZEB Program Update that the oldest buses in the fleet have CNG storage tanks that will begin to expire in September 2028 and that those buses will need to be replaced by then. That is less than two years away, despite average lead times for new buses being 18-24 months. Additionally, poor maintenance of articulated buses have resulted in capacity issues on high passenger volume lines such as the 720, 761, 4, 204, and 754 when 40-foot buses are run to replace service blocks that would normally be filled by 60-foot articulated buses. This directly harms the overall passenger experience, and will decrease rider satisfaction and disincentivize people to ride transit if riding transit means they'll be packed like sardines in buses with insufficient capacity. Additionally, most of the articulated fleet makes up the oldest group of Metro buses. On top of that, 45-foot models also sit at the closest end of the bus replacement necessity timeline, and Metro's newest CNG buses delivered in 2022 comprise less than 400 of the total 2100-strong bus fleet.

The vast majority of the bus fleet currently in operation were delivered by 2018, which means by the Summer 2028 Olympics when Metro will need as many buses as we can get, the vast majority of buses will be at least 10 years old, out of their designed 12-year lifespan. That means that only ~800 buses of the current fleet (assuming the rest of the BYD buses on order enter service by then) will be less than 12 years old by the Olympics. That means that 62% of Metro buses will have passed their useful design life by the 2028 Olympics, while Metro is

depending on these buses to build a critical, high-capacity bus network to transport attendees and officials for the 28 Olympics. Metro has invested so much time and money on other Olympics-ready efforts, that this would be a massive gaping hole. That 62% of the bus fleet being beyond its design lifespan means the likelihood of breakdowns and other service interruptions will increase drastically for those buses, while we are putting them through their paces and depending on them the most. We will likely see some buses running 20-hour days due to the fact that Metro has only secured 650 bus lease commitments for the supplemental bus fleet as of July 2025. This number is nowhere near the Metro-required 2700 buses that would be utilized to more than double the existing fleet. Metro staff have repeatedly said that the average age of the bus fleet is increasing, and we've had no replacements coming in for years, with the exception of the BYDs which are, practically speaking, useless.

Environmental implications
Delaying the transition to a zero-emissions bus fleet places air quality improvements at risk. Los Angeles consistently has some of the worst air quality in the nation, and while Metro bus emissions comprise a small amount of LA County transportation emissions, it all adds up. If everyone took the philosophy of their impact being insignificant, then no one would make any change or any progress. Many climate scientists are already of the opinion that we have eclipsed the 2ºc warming threshold, a point of no return, and that limiting our heating to 1.5ºc is no longer realistic. This is all the more reason to make an impact, and set an example for other agencies across the country. As the largest transit fleet in California, we have the ability to demonstrate that it is possible. And as a transit agency in California, we have access to resources and technology that do enable this transition and numerous agencies across the state and even the larger LA area have demonstrated that substantial progress is possible, as noted above.

Solutions and Recommendations, plus considerations for a future Motion
Metro staff attributed the cancellation of the latest 2024 bus procurement due to three main issues, namely safety, cost, and timeline concerns. Two of those three issues can be addressed by continually pursuing the Washington state purchase agreement for transit buses, and the other can be addressed by utilizing local and in-house resources.

As a matter of safety and the need for operator barriers, the issue excessive customization, while ideal in a perfect world, likely bars Metro from being able to incorporate a dedicated operator compartment or emergency exit window. However, Metro staff have so far been very vocal about the success of the current operator barrier retrofit program, which reduced violent assaults by 100%. Less extensive customization is more likely to appeal to transit bus manufacturers, and if they are unable to provide the full barriers Metro has installed in its existing fleet, Metro can leverage in-house and local external manufacturing as it did for the retrofit project, to ensure these buses are equipped with full barriers before delivery, even if a fully separated compartment is unrealistic. Metro has a history of utilizing local resources for everything from paint, to seat materials, to these retrofit kits, that it is likely to be a realistic and proven approach to closing critical gaps between important Metro specifications and what transit bus manufacturers are willing to offer. Since each bus is delivered through CMF before its assigned division anyway, it would not be too much of a hardship to implement those retrofits at CMF, especially if the rate of bus deliveries on an overall daily basis remains low.\

Regarding the issues of cost and timelines, a way to ensure bus replacements continue, and consistently so, would be to pass a board-sponsored Motion directing *staff to stick to a consistent and steady timeline of bus deliveries on a monthly basis between now and 2035*

(and because buses take time to manufacture and deliver, Metro cannot assume they will just be available when needed, or all at once). The solution is to include in this motion, a board-mandated timeline for bus deliveries to start in 2027 over the next 8 years with (as an example) at least 20 buses per month, every month, through 2035, with the stipulation that if staff are unable to pursue the RFP avenue to meet each delivery number goal for a given number of months at a time or unable to negotiate affordable prices, they must continue utilizing the available state contracts to purchase buses for every month going forward until they can seamlessly transition to a custom bus order via an RFP (or other procurement avenue such as pilot) at a certain future month. This process would correspond to the electrification schedule of bus divisions, and ensure that divisions are electrified with capacity as bus deliveries begin. It would take 13 months starting in 2027 to receive enough buses to completely electrify Division 9's bus complement, and the NoHo to Pasadena BRT and North SFV bus improvements project, which will have adequate infrastructure by then. Following that, Divisions 18 and 7 will be largely completed, allowing for the next buses to be split between them as certain chargers begin to come online. This process can be continued as bus divisions complete the construction of their charging infrastructure throughout the rest of the project timeline and into 2035. Metro additionally has restrictions on the rate of bus deliveries allowed on a weekly basis at CMF, so increasing this restriction to allow for more buses per week would be an effective way to combat the issue. Metro needs to replace approximately 2000 buses over the next 9.5 years, and any bus purchase conducted immediately may have 18 or more months of lead time, due to the state of the bus industry.

There are solutions to these issues, and the Metro board has the ability to influence operating protocols to make these achievements material, instead of just planned.

—End of comments—

Thank you for your time.

From: Daniel Gottesman
To: Board Clerk
Subject: (EXTERNAL) Comments for This Week"s Meeting
Date: Tuesday, January 20, 2026 1:01:56 PM

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Hello,

I'd like to write in support of the following items for the board meeting this week:

1. The Hybrid alignment for the K Line south extension will provide fantastic transit access to the South Bay at a reasonable cost. Killing this project or burdening it with extra costs would be a disaster for the region. Please keep this project moving forward!

2. The hybrid Alt 5 routing for the Sepulveda line looks great, please move this project forward!

3. SB79 provides much-needed housing for the region, please end your opposition to this fantastic bill.

Thank you very much for your consideration,
Daniel

From:	emily_lindsey@yahoo.com
To:	Board Clerk
Subject:	(EXTERNAL) Comment on LA Metro 1/22/2026board meeting agenda items #10 (Sepulveda corridor) and #11 (C line extension)
Date:	Tuesday, January 20, 2026 12:17:32 PM

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Dear Chair Dutra and members of the board,

I am writing to express my support for expanding non-automobile-centered transit infrastructure in the greater Los Angeles area:

Agenda item #10 (2025-1062, Sepulveda corridor):

I support the staff-recommended Locally Preferred Alternative (Modified 5), unanimously approved by the Planning Committee on 1/14/2026. It is the alternative with the highest benefit-to-cost ratio, and will best serve the future transit needs of Los Angeles.

Agenda item #11 (2025-0818, C line extension):

I support approval and FEIR certification of the staff-recommended Locally Preferred Alternative (LPA), which travels along the Metro-owned Right-of-Way (ROW). We commend Metro for measures such as walking paths, landscaping, sound walls, freight improvements, and grade separations for safety, noise reduction and enhancing pedestrian and bicycle mobility. This is a critical project to enhance mobility in the South Bay, and to allow direct rail transit connectivity in the future between Long Beach, the South Bay and LAX areas. The Hawthorne Option is far costlier and more difficult to construct, for negligible enhanced benefit compared to the LPA.

Thank you for your consideration.

Sincerely,

Emily Lindsey

Culver City

From:	Peter Steadman
To:	Board Clerk
Subject:	(EXTERNAL) Comment on LA Metro 1/22/2026 board meeting agenda items #10 (Sepulveda corridor) and #11 (C line extension)
Date:	Tuesday, January 20, 2026 5:35:14 PM

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Thank you for your consideration.

Sincerely,

Peter Steadman

From:	Katharine Mullen
To:	Board Clerk
Subject:	(EXTERNAL) Comment on LA Metro 1/22/2026 board meeting agenda items #10 (Sepulveda corridor) and #11 (C line extension)
Date:	Tuesday, January 20, 2026 5:33:33 PM

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Thank you for your consideration.

Sincerely,

Katharine Mullen

From:	Campos, Naomi
To:	Board Clerk
Cc:	Gosney, Paige; Nichols, Matthew
Subject:	(EXTERNAL) Comment Letter re 01-14-26 Meeting; Agenda #11; AGAINST
Date:	Wednesday, January 14, 2026 9:40:40 AM
Attachments:	2026.01.13 Comment Letter to LA Metro Planning and Programming Committee re C Line (Green) Extension Project (1.14.26 Meeting).pdf

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This email is sent to you on behalf of Paige H. Gosney.

Attached: Letter to Los Angeles Metropolitan Transportation Authority (January 13, 2026)

RE: C Line Extension to Torrance Project — Final Environmental Impact Report Certification (Planning and Programming Committee – January 14, 2026; Agenda Item 11 (2025-0818))

Naomi Campos
Secretary
Allen Matkins Leck Gamble Mallory & Natsis LLP
2010 Main Street, Suite 800, Irvine, CA 92614-7214
[redacted]

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From: meher baghoomian
To: Board Clerk
Subject: (EXTERNAL) Comment in Support of the C line Extension
Date: Tuesday, January 20, 2026 9:47:10 PM

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Dear Metro Board Clerk and Members of the Board,

My name is Meher Baghoomian and I'm a loyal Metro LA user. I am writing to express my strong support for the C Line Extension to Torrance and Metro's selection of the Hybrid Locally Preferred Alternative (LPA).

While I am unable to attend the upcoming hearing in person, I wanted to submit a public comment in favor of this project because of its regional importance and long-term benefits. Expanding high-quality rail transit in the South Bay is essential for improving mobility, reducing congestion, and providing more equitable access to jobs, education, and essential services.

I understand that some concerns have been raised about the alignment; however, it is important to note that the proposed route largely follows an existing freight rail corridor. This corridor has long been part of the area's transportation infrastructure, and utilizing it for modern passenger rail is a logical and efficient use of an already-established right-of-way. In that context, the extension does not introduce a new disruption, but rather repurposes existing infrastructure to serve the public more broadly.

As a frequent Metro rider and someone who relies on the regional transit network, I strongly believe projects like this strengthen the system as a whole. Even riders who may not live directly along the extension benefit from improved connectivity, better reliability, and a more complete rail network across Los Angeles County.

I appreciate Metro's continued investment in transit expansion and urge the Board to move forward confidently with the C Line Extension using the Hybrid LPA. Thank you for your time, leadership, and commitment to building a more connected and sustainable region.

Kinds regards,

Meher Baghoomian

From: Mark Cole
To: Board Clerk
Subject: (EXTERNAL) Comment in favor of the C/K Line Extension LPA
Date: Sunday, January 18, 2026 8:37:20 AM

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To Whom it May Concern,

I am a lifelong and current Redondo Beach resident, and live in close proximity (<1mi) to the LPA right of way for the C/K line extension.

I am strongly in favor of the LPA. I work as an airline captain out of LAX and will use this line to get to work. I want the line closer to residents' houses who will use it, I don't want to spend an additional $700+ million dollars to move the line farther from where I live, cause years of construction delays, and make Hawthorne Blvd more or less unusable for the next decade.

Thank you for your consideration and for helping make the South Bay more accessible to transit riders.

Sincerely,

--
Mark Cole
[redacted]

From: Chris Llamas
To: Board Clerk
Subject: (EXTERNAL) Comment for the Thursday meeting
Date: Saturday, January 17, 2026 2:17:49 PM

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My name is Christian Llamas and I am submitting a comment for the meeting that will occur on Thursday at 10 AM in the Metro boardroom. I am in strong support of the hybrid alignment for the South Bay extension. I grew up in the area and this would be a key extension for allowing movement in the South Bay and to the airport.

From: Marissa Ayala
To: Board Clerk
Subject: (EXTERNAL) Comment for Item #11
Date: Wednesday, January 21, 2026 4:53:28 PM

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The ACT-LA coalition strongly supports the Metro Board to approve the C Line Extension to Torrance. This project is much needed to connect the South Bay with Metro's existing rail system, and the rest of LA County.

This project has been in the works for years now, with two approvals from voters. We ask the board to move forward this project and begin development of the C Line Extension.

Marissa Ayala (she/her/hers)
Policy and Advocacy Manager | ACT-LA
[redacted]

From: Stephen
To: Board Clerk
Subject: (EXTERNAL) Comment FOR Item #11 of 01/22/2025 Regular Meeting Agenda
Date: Wednesday, January 21, 2026 3:57:51 PM

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Dear LA Metro Board,

I am a lifelong resident of Gardena and a weekly LA Metro rider writing **in support of the hybrid LPA for the C/K Line extension to Torrance**. I currently use the C and K Lines specifically to go between the LAX airport and Gardena to catch flights for work or personal travel. Currently, getting between LAX and the South Bay takes over an hour via public transportation or requires a fairly expensive Uber ride. Extending the C/K Line to Torrance would make the trip back home from LAX faster, easier, and cheaper for me and many other South Bay residents. The hybrid LPA is the best and fastest option to connect the South Bay to the greater LA County via rail.

I will also note that, as a registered voter in Supervisor Holly Mitchell's district, I am disappointed that Supervisor Mitchell has submitted a motion to change the extension alignment to the Hawthorne Boulevard Option. The Hawthorne Option is hundreds of millions of dollars more expensive and will delay the project even further for several years. Instead, I hope Supervisor Mitchell and the rest of the board vote in favor of the hybrid LPA so Metro can provide more public transit options to my fellow South Bay residents as soon as possible.

Thank you for your consideration,
Stephen

From: Victoria Dye
To: Board Clerk
Subject: (EXTERNAL) Comment for C Line Extension to Torrance - Final Environmental Impact Report
Date: Tuesday, January 20, 2026 10:32:38 PM

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Hello,
My name is Victoria Dye, I am a resident of north Redondo Beach and have lived here for 4 years. I am writing to express my strong support for the selected Locally Preferred Alternative for the Metro extension to Torrance. I already very much appreciate the accessibility provided by the K Line's Redondo Beach station to the rest of the Los Angeles area, and have personally had good experiences as a rider and look forward to improved access to areas to the south as well. Additionally, as someone that frequently takes walks for both recreation and reaching businesses in the area of the extension, I am excited to see the dedicated pedestrian path and its connection to existing paths as part of the proposal.
I would also like to note that I strongly oppose, and am frankly disappointed to see, the relentless efforts by residents and elected officials of my town to delay and obstruct this project, most recently by pushing aggressively for the much more expensive, disruptive, time-consuming, and risky Hawthorne Blvd route. I hope that the Metro board rejects reintroduction of this this already-discarded proposal in favor of the selected hybrid ROW that results in lower costs, construction time, noise, and logistical challenges (CalTrans coordination, removal of existing businesses on Hawthorne Blvd) as well as introducing new amenities for the South Bay community & beyond.
Thank you for your consideration and I look forward to the approval of the project,
Victoria Dye

From:	Ives family
To:	Board Clerk
Cc:	HollyJMitchell@bos.lacounty.gov; info@timsandoval.com; jdupontw@aol.com
Subject:	(EXTERNAL) C-Line Motion 11.1 to approve Hawthorne Blvd Option - FOR
Date:	Wednesday, January 21, 2026 7:49:48 AM

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to the board clerk et al:
We are Phil & Sandy Ives and we live immediately adjacent to the ROW in Redondo beach as we have for decades. We beg you to oppose building the C-Line extension down the ROW and disrupting our home life for the rest of our lives. Please carefully consider the lives of truly local citizens over that of the professional transportation advocates who don't have to live through the pain of greatly increased noise, 5-10 years of construction (and problems therewith), a vibrating house every 5 minutes, and all the other unavoidable problems that come with this project. Building the extension down Hawthorne Blvd would relieve most of these problems for local residents, but of course not building the extension would save billions of taxpayer dollars and eliminate all the problems.
Thank you in advance for considering the locals,
Phil & Sandy Ives

From:	Craig St. John
To:	Board Clerk
Cc:	HollyJMitchell@bos.lacounty.gov; info@timsandoval.com; jdupontw@aol.com
Subject:	(EXTERNAL) C-Line Motion 11.1 Approving Hawthorne Blvd Option - FOR
Date:	Wednesday, January 21, 2026 11:21:08 AM
Attachments:	image001.png

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Dear Board Clerk,

Please accept and count my written comment in support of Motion 11.1 Approving Hawthorne Blvd Alignment as the project LPA for C-Line extension to Torrance.
My name is Craig St John , President of Westwood Building Materials a ROW stakeholder at 15708 Inglewood Ave in Lawndale.

Our business is on the corner of Inglewood Ave, and Manhattan Beach Blvd. While I appreciate Metro's willingness to minimize the impact of our business from the C-Line extension, I have serious concerns about using the ROW option.

The ROW Hybrid option would cause drastic disruption to not only our business but to ALL commuters coming and going from the beach cities during construction. Inglewood Ave is a major artery and having it torn up and lanes blocked will send ripples all throughout the entire So Bay for the entire construction period.

I also have major concerns with the numerous fuel lines that run at the back of our property along the ROW. Some of these lines deliver fuel directly to the LAX airport. What is going to be the impact to traveling out of LAX when you have disruptions to fuel delivery from years of construction?

Metro claims that they will move these fuel line seems like disaster in waiting. Many of these lines have been underground for over forty years and it will not take much for one to break and cause a huge environmental disaster.

I'm in support for the Hawthorne Blvd route. I feel with the numerous amounts of new housing complexes that are planned along Hawthorne Blvd the residence of these proposed new projects would be better served by stations along Hawthorne. This would also help revive the business climate along

Hawthorne by bringing in some new business. I can see more ridership if there were a stops for Del Amo Mall, Old Town Center and the So Bay Galleria.

Thank you for your attention to this matter.

Craig St John
President

WESTWOOD
BUILDING MATERIALS CO.
"THE HOUSE THAT SERVICE BUILT" - SINCE 1940

15708 Inglewood Ave
Lawndale, CA, 90260
Office: 310-643-9158
Email: cstjohn@westwoodbm.com

From:	Angie Souza
To:	Board Clerk
Cc:	HollyJMitchell@bos.lacounty.gov; info@timsandoval.com; jdupontw@aol.com
Subject:	(EXTERNAL) C-Line motion 11.1 Approving Hawthorne BlvdOption For
Date:	Tuesday, January 20, 2026 10:55:17 PM
Importance:	High

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Dear Board Clerk
Please accept and count my written comment in support of Motion 11.1 Approving Hawthorne Blvd Alignment as the project LPA for C- line extension to Torrance
My Name is Angeline Souza of Redondo Beach at Breakwater Village and I am along the Row

The Row Hybrid option is a serious risk due high pressure fuel risk, interfere with how quick emergency response systems can respond.

I support the Hawthorne route to improve the business district and make it a better destination that I would use.

Thank you for your attention this matter.
Angeline Souza

From:	Julia
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.s@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; sbjusticealliance@gmail.com
Subject:	(EXTERNAL) C-Line Extension: YES to Hawthorne Blvd | No to ROW
Date:	Wednesday, January 21, 2026 4:58:31 PM

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Hello,

My name is Julia Fallon, and I wanted to send a message related to the forthcoming conversations about the C-line extension.

I commuted to work via Metro trains for 3.5 years (before the pandemic) and still regularly ride public transportation.

I live 100 feet from Hawthorne Boulevard and frequently drive on this rode and shop at businesses along the route the C-line would run. I also ride the 40 bus at times and have ridden it from downtown to the Southbay.

I strongly support the Hawthorne Boulevard alignment for this extension project. Since seeing the diagrams for this alignment at a community information meeting at Lawndale High School, this alignment has stood out as making the most sense for riders, local schools, and businesses.

If this alignment is selected, I would be one of many community members and Metro riders who would advocate for support of this project in others arenas. I would also continue to support businesses on Hawthorne Boulevard during the construction process.

I am opposed to the ROW alignment for many reasons. I do not personally live adjacent to the ROW but feel extremely concerned about the environmental and safety hazards that would be created by construction and additional trains in this corridor.

I appreciate the diligence and effort your team(s) have put into evaluating this project and for taking community feedback into account during the planning process.

Thank you again for your dedication and service.

Best regards,

Julia Fallon

From:	Colleen Villegas
To:	ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.s@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; JDUPONTW@AOL.COM; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.yaroslavsky@lacity.org; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; dperry@bos.lacounty.gov
Subject:	(EXTERNAL) C-Line Extension to Torrance
Date:	Sunday, January 18, 2026 6:50:42 PM

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1/18/2026
Metro Board of Directors

Colleen Villegas, Right-Of-Way stakeholder.Thank you for adding motion 11.1 supporting the Hawthorne Blvd. alignment.. After reviewing the hybrid ROW proposal, it's clear that it brings far too many serious safety, environmental, and community impacts to justify moving forward.

Some of these include:

- Running two light rail trains directly next to a freight line carrying liquid petroleum, dangerously close to homes.

- The loss of one of the areas only remaining green spaces.
- The significant number of property acquisitions and displacements, which have been consistently downplayed but would have major consequences for families and homeowners along the corridor.

These are only a few of the risks associated with the ROW. When you compare them to the Hawthorne Boulevard alignment — which avoids these hazards entirely — the better choice for the South Bay becomes clear.

Thank you for your support of the Hawthorne Blvd. alignment.

Colleen Villegas
Lawndale Resident

From:	Mach, David
To:	Metro, CLine; Sheridan, Georgia; Sywak, Andrew; Board Clerk
Cc:	Wiggins, Stephanie N; Gookin, Sharon; Englund, Nicole; Chaparyan, Aram; Turner, Kim; Dierking, Mark
Subject:	(EXTERNAL) C-Line Extension to Torrance - City of Torrance Opposition Letter to Metro Board Motion 11.1 and Hawthorne Blvd Option
Date:	Wednesday, January 21, 2026 10:41:40 AM
Attachments:	C2_signature_torrancelogo-blue_e405787d-d137-483a-ab45-50c40528fff8.png C2_signature_phone_69fd9aa6-e3d7-4d01-b3a9-3087f6f9c01d.png C2_signature_email_3421ab11-fa5f-4724-b0f3-a81e701f33ce.png C2_signature_location_6b688ab4-5019-4290-8b96-c6fe0c4cee85.png C2_signature_website_f4505a4f-e9e2-4f08-8151-317438f6601b.png C2_signature_facebook_2b38f821-e299-4aab-8116-66336d061bd4.png C2_signature_x_ebf62ee1-70cf-4fba-8777-9590409487d9.png C2_signature_instagram_24c3acb2-04da-491f-bb49-bbf235b102e6.png C2_signature_seewhattorranceisdoingemailbannerv5_0dc63345-2cc7-4b45-8647-2a172b5fc062.png REVISED FINAL Opposition Letter to Metro Board Motion 11.1 and Hawthorne Blvd - 01-21-2026 v2.pdf

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Dear Ms. Sheridan,

Attached you will find the City of Torrance's latest letter in response to Item # 11 on the agenda for the board meeting scheduled for January 22, 2026.

The City of Torrance expresses our strong support for Item 11, Metro staff's recommended Locally Preferred Alternative (LPA) also known as the Right-of-Way (ROW) Hybrid Option for the C/K Line Extension to Torrance, and we strongly oppose Item 11.1, the counter-motion introduced by Directors Mitchell, Sandoval, and Dupont-Walker that would select the Hawthorne Boulevard Alternative.

Thank you.

City of TORRANCE California

DAVID MACH
Transit Planning Manager
Transit Department
[redacted]

SEE WHAT TORRANCE IS DOING

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From:	Mach, David
To:	Board Clerk
Cc:	Chaparyan, Aram; Turner, Kim; Sheridan, Georgia; Metro, CLine
Subject:	(EXTERNAL) C-Line Extension to Torrance - Board Item # 11 - Support for the Locally Preferred Alternative (LPA)
Date:	Wednesday, January 21, 2026 12:16:17 PM
Attachments:	C2_signature_website_5b2f3ab7-82dc-4709-bbf5-7d285e095f0b.png C2_signature_facebook_379883d0-ff3f-4e84-abf5-34b3718bb55a.png C2_signature_x_60d47726-b068-4ec5-8b4b-40cf841323ca.png C2_signature_instagram_e73afeac-0b38-46dc-a7e3-6c045b7269f3.png 2024.05.01 Letter of Support for C-Line Extension to Torrance.pdf City of Torrance - Cover Letter for C-Line Extension to Torrance Public Comments.pdf City of Torrance - C-Line Extension to Torrance Public Comment Mailers_compressed.pdf City of Torrance - Signatures of Support for the Proposed Project - Right-of-Way Elevated and At-Grade_compressed.pdf

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Hello,

The City of Torrance expresses our strong support for Item 11 and the Metro staff's recommended Locally Preferred Alternative (LPA) also known as the Right-of-Way (ROW) Hybrid Option for the C/K Line Extension to Torrance. The City also vehemently opposes Board Motion 11.1 utilizing the Hawthorne Alternative.

Attached you will find all of the City's previous letters demonstrating our continued support for the Metro C-Line Project and for the light rail to come down using the Right-of-Way. The attachments also include support signatures from our residents and businesses to ensure that the project comes to Torrance using the Metro-owned Right-of-Way.

Thank you.

DAVID MACH
Transit Planning Manager - Transit Department
[redacted]
TorranceCA.Gov | Facebook | X (Formerly Twitter) | Instagram

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From:	Renee Michel
To:	Board Clerk
Cc:	Waldron, Jessalyn; Zein Obagi
Subject:	(EXTERNAL) City of Redondo Beach Metro C Line Extension Motion Comments
Date:	Wednesday, January 21, 2026 7:00:37 AM
Attachments:	image001.png 2026 0120 FINAL Metro C Line Extension Motion Comments001.pdf

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Attached, please find the City of Redondo Beach's Motion comments on the Metro C Line extension.

Renee Michel
Executive Assistant
Offices of the Mayor, City Council & City Manager
[redacted]

REDONDO BEACH

City Hall is closed every other Friday.

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From: Kevin Kellogg
To: Board Clerk
Subject: (EXTERNAL) Certify the South Bay Extension FEIR!
Date: Saturday, January 17, 2026 2:44:19 PM

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Hello!

The company I work for (Millennium Space Systems) is situated right off of the K Line (Green Line) at the El Segundo Station. Please certify the FEIR and Hybrid LPA! This could open Millennium up to more people taking the metro!

Thank you,
Kevin

Get Outlook for iOS

From: Manar Totonji
To: Board Clerk
Subject: (EXTERNAL) Certify FEIR and support for Hybrid LPA
Date: Tuesday, January 20, 2026 10:16:25 PM

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Hi, this is Manar Totonji, an LA resident.

I am commenting in support of the FEIR Certification and the Hybrid LPA. This plan displaces no residents and would be built on an existing fright line. It is beyond obvious that South Bay needs metro rail connect and this is the time to approve it.

Thank you so much!

From: Brian Tatosky
To: Board Clerk
Subject: (EXTERNAL) Certify and Approve the C/K Line Extension to Torrance
Date: Tuesday, January 20, 2026 12:24:08 PM

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Board Members,

Please follow the staff recommendation for Item 11, the Hybrid LPA and against. 11.1 the Hawthorne Alternative, giving us the best route into the South Bay for attendance as well as cost savings.

Torrance to LAX in 19 minutes by light rail, saving 13.7 vehicle miles in transit, with safer crossing and walking and biking paths is worth it.

Thank you.
--Brian Tatosky

From: Tiberius Wehrly
To: Board Clerk
Subject: (EXTERNAL) C Line Extension to Torrance
Date: Wednesday, January 21, 2026 12:00:11 AM

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Hello Metro Board Clerk,

I am writing to you in regards to the proposed C Line Extension to Torrance.

I am a resident of Gardena and work as an electrical engineer in Redondo Beach. When I was in graduate school I used the Metro almost every day, but currently my commute is by car and crosses the Harbor Subdivision at Manhattan Beach Blvd.

I am in full support of the LPA Hybrid ROW alignment as described in the Final EIR. It should be built.

In addition to making public transit more accessible to the south bay, it would directly make my commute safer by improving the freight grade crossings. One morning, I saw a car in front of me almost get hit by a train because it was confused and stopped on the wrong side of the guardrail. The train missed hitting the vehicle by inches. Metro, and particularly the Cities of Lawndale and Redondo Beach, have an opportunity to increase street safety by approving the ROW alignment.

Furthermore, studies continue to show that green space like parks and walking trails improve both health and happiness, and can be clearly shown here in the south bay by contrasting the wealthier beach cities with their neighbors further inland. Metro, and particularly the Cities of Lawndale and Redondo Beach, have an opportunity with the Hybrid ROW alignment to grow its green spaces with the Multi-Use Paths.

The South Bay needs to start becoming less reliant on cars. Our population is getting older, and with that, there are natural challenges to driving a vehicle. Similarly, fewer young people are getting their driver's license (In 1983, 80% of 18-year old Americans had a license while in 2021, only 60% did so). If the South Bay wants to continue being accessible to all its residents, as well as continue to attract sharp young talent to fuel its industries, it must smartly invest in its public transit. I am specifically using the phrase "smartly invest". The Hybrid ROW alignment smartly connects regional transit hubs directly to the wider Metro rail network and acts as a central backbone from which local bus transit can fan out into the rest of the city. Intuitively, it may make sense to try to route the line along Hawthorne and add an additional stop, however that would slow the line down while gaining few additional riders, in fact it could even be a net negative all while costing significantly more. With the hybrid ROW alignment and a good BRT (or even the existing GTrans line) down Redondo Beach Blvd, I could get rid of my car and still get to work in a reasonable time.

Finally, I want to speak to some of the critics of the LPA Hybrid ROW. Construction is often quoted as a concern, and yes I do anticipate me and my little commute to be affected. That said, construction is temporary, and investment in one's community requires a little sacrifice now for great benefits later. I am unafraid of adjusting my commute accordingly. Similarly, there is a concern about trains running near homes as a source of noise. My own home is near an at-grade train line on Vermont Ave, and when I bought it it was very clearly disclosed several times across lots of documents provided to us by pretty much everyone involved. It's actually not that bad, but I would love to have a plan in place to have quiet-zone ready grade crossings and noise retaining walls installed in my own neighborhood, as described in the Final EIR for the Harbor Subdivision. Some people are proposing the line be moved off the ROW to run down Hawthorne, but that has already been shown to be more expensive (I don't know where these people think they can just acquire an additional billion dollars). I really like how the Hybrid ROW alignment leverages existing rail infrastructure to save tax dollars. It's a neat idea and I wish it would spread as an example to cost-effectively expand transit across the country.

Thank you for considering my comments. There appears to be a very loud minority of residents fighting to kill this project outright, to the detriment of all of us here in the South Bay. I would love to attend the Metro Board Meeting on Jan 22, but it is in the middle of the work week and I have to work.

Tiberius Wehrly

From: George Liang
To: Board Clerk
Subject: (EXTERNAL) C Line Extension to Torrance Comment
Date: Saturday, January 17, 2026 1:21:05 PM

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Hello Metro Board,

As a Redondo Beach resident, I'd like to voice my support for the EIR certification and the Hybrid LPA. It makes sense to use the Metro ROW to save on costs while also connecting through the existing Redondo Beach Transit Center. I am excited by the prospect of having a nearby option to connect to the greater Metro system so that I can have options other than driving and an easy way to also take advantage of the upcoming people mover/Metro options to get to LAX. This would be a momentous step for all of the South Bay, so please certify the project.

Thank you,
George

From: Marisa
To: Board Clerk
Subject: (EXTERNAL) C Line Extension to Torrance Comment for Board of Directors Meeting
Date: Wednesday, January 21, 2026 8:57:35 AM

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Dear Board,

I am submitting a comment for the Board of Directors - Regular Board Meeting taking place on Thursday, January 22, 2026, in regards of item 11A.

I have lived in the Torrance area for most of my life, and have worked in Torrance for my entire adult life. I commute to work daily currently and have done so for many years.

I know first hand how needed increased and more frequent public transportation are for this area. Buses come once an hour but many times a bus driver will pass by you or the scheduled bus never arrives, so you need to wait yet another hour for the next bus on the schedule to arrive.

I once had a commute of 2-2.5 hours by bus one way for what is a 25 minute drive, for a round trip of 4-5 hours every day all within the South Bay.

I was also fortunate enough be able to drive a car for a couple of years and know how congested traffic is, both North-South and West-East. It makes a drive over a short distance that makes people late for work, doctor's appointments, and miss bus connections when driving to a park and ride.

With the K Line North Extension, as a former Bruin, I lite with enjoyment and enjoy for the future students who could the train to UCLA without having to go east to downtown and then west.

I support the LPA. Although Hawthorne option would be might be more utilized, looking at the current political situation, we have learned that we cannot depend on federal funding to close any funding gaps. The Hawthorne option would also be subject to CalTrans approval. These two factors alone make it very likely this whole extension does not go through at all, which would be devastating.

Please approve the LPA so the South Bay and thousands of working people and students get the public transportation they deserve.

Thank you,
Marisa Kimura

From: Erik Sharp
To: Board Clerk
Subject: (EXTERNAL) C Line Extension to Torrance - Comments for the Metro Board Meeting, Thursday January 22, 2026 10:00 am
Date: Friday, January 16, 2026 8:39:20 PM

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To the Metro Board

The following comments were sent to the Board on May 22, 2024:

I am a retired Architect with diverse exposure to many things METRO. I worked in Korea Town and in Culver City, adjacent to the Red and Expo Lines while under construction and for a time after completion; I commuted for 3 years on the Red Line; I participated in or was privy to the design of 3 METRO stations; and I currently live in Lawndale between Hawthorne Blvd and the R.O.W.

Mass transit in Southern California has been built / abandoned over and over, while special interests have made the automobile the de facto means of transport. Only if we change our attitudes on personal freedoms vs the common good, blanket Southern California with trains, and rewrite zoning codes for hundreds of communities, will your ultimate goal be attainable. We have many beautiful stations serving too few people and too few destinations.

Public comments gathered by METRO, though heartfelt, have been predictable and often irrational, but mostly trivial or self-serving. Straw polls would have been more productive. With only the public's lay understanding of priorities as a limitation, METRO is placating us with a walking path here (next to a train at speed every few minutes), a tree there (replacing several mature trees), and a quiet zone (still noisy, just less so), while proceeding unabated towards the cheapest solution.

Designs have come more from entrenched systems solutions and less from regarding local conditions and opportunities. "Last mile" designs meant to link stations to local amenities and transport have been narrow in scope because the only contributor is METRO. Seemingly, there has not been sufficient engagement with knowledgeable professionals or organizations or institutions or municipalities to resolve the larger issues we face. When will the welfare of the

people and the quality of our environment take first priority? THE HYBRID ALTERNATIVE MUST BE RECONSIDERED.

THE HAWTHORNE BLVD ALTERNATIVE IS ALSO A BAD IDEA:

- Major disruptions of traffic flow for years
- Ugly flying masses of concrete looming overhead for miles
- Loss of all the trees and much of the median parking
- No benefits whatsoever to the small businesses lining Hawthorne Blvd
- Ineffective access to a diffused shopping complex
- Preferential access to a possible future housing development
- Difficult crossing to the Redondo Beach Transit Center

The Hybrid and Hawthorne Blvd Alternatives each have problems. If we still wish to build, the least harmful, most effective solution is to LOCATE THE K LINE UNDERGROUND ALONG THE R.O.W.:

- Travelling southwest from Redondo Beach (Marine) Station, go underground west of Inglewood Ave, daylight south of Grant Ave for a grade level Station at the Redondo Beach Transit Center, go underground north of 182ND ST and daylight south of 190TH ST.
- While digging / tunnelling, add underground piping to carry the petroleum products currently hauled by tanker cars, or just reroute the 2 trains per day. Remove the tracks from west of Inglewood Ave to south of 190TH ST. as well as the bridge over 190TH ST and Hawthorne Blvd.
- Transform the R.O.W. into a linear park, accessible at cross streets and cul-de-sacs (not backyards), with basketball / handball courts, skateboard / dog parks, and protected areas for young kids to play. The park should be continuous for biking, running and walking from Manhattan Beach Blvd, passing over refurbished bridges at Artesia Blvd and Grant Ave, encountering vehicular cross-traffic only at 162ND ST and 170TH ST (stop signs), and accessing the Redondo Beach Transit Center and El Nido Park (remove the huge berm), to Hawthorne Blvd, with a short walk to Columbia Park.

All noise, safety and visual concerns would be eliminated. All freight crossings would be eliminated. Existing roadways would be unaffected. We would have access to regional mass transit. Property values for nearby residents would increase, not decrease. Existing vegetation would be preserved and enhanced. We would have a very popular 2-mile-long public amenity within walking distance of thousands of residents, serving as open space for physical activities as well as an alternative travel corridor.

Costs and responsibilities must be commensurate with mandates and benefits, shared by

METRO, the freight railway, all affected municipalities, and the South Bay Galleria and Marketplace. Planning and design may be managed by METRO, but should be executed by a neutral planning and design firm with a proven track record. Multi-agency / Stakeholder teamwork is essential when undertaking a large development project. Without opportunities being identified, appropriate resources being harnessed, and the common good being paramount, we are just wasting money and time.

Erik Sharp
[redacted]

From: Michael Jung
To: Board Clerk
Subject: (EXTERNAL) C Line Extension Support
Date: Tuesday, January 20, 2026 8:01:53 AM

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Hello,

I am a native Angeleno and a South Bay resident since 2011. I support the C Line Extension to Torrance on the LPA Alignment. The board should certify the FEIR. This is the most fiscally responsible and common sense solution that will benefit residents, businesses, and workers in Los Angeles.

Regards,
Michael Jung

From: Ted Hofmann
To: Board Clerk
Subject: (EXTERNAL) C Line Extension Jan 22
Date: Wednesday, January 21, 2026 3:50:46 PM

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Good afternoon,
I have been to just about every public Metro meeting taking place for the C Line extension in Lawndale, Torrance, Redondo Beach, and downtown.

The option chosen should be the "No Project Alternative". If Metro feels they must spend money to do something, they should choose the "High Frequency Busing Alternative".

I have spoken at many meetings, and neither of these alternatives were spoken about until I read right out of the Draft EIR that the "No Project Alternative" was the best environmental option.

Respectfully,
Ted Hofmann
[redacted]

From: Nick Andert
To: Board Clerk
Subject: (EXTERNAL) C Line Extension comment
Date: Saturday, January 17, 2026 11:34:27 AM

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Hello,
I am commenting in strong support of the Hybrid LPA alignment for the C (now K) Line Extension to Torrance, and in opposition to any attempt to switch to the Hawthorne alignment.

As Metro staff clearly indicate, adding $730 million to the cost for Hawthorne, 2-4 years for a NEPA review, and possibly even *more* time to find new financing sources, during which time the cost will inevitably rise, requiring *more* financing, is utterly nonsensical, and is emblematic of the problems of this agency and its governance shooting itself in the foot.

All this would be done to appease a handful of homeowners along the *Metro-owned* ROW, one that will be getting significant safety upgrades with the Hybrid alignment, and which is the reason for this whole project's existence in the first place. Meanwhile, transit riders are remarkably unified in pushing for the ROW option, which connects directly to a bus transit center instead of a dying mall, and which can be built far more quickly due to the relative ease of its financing.

Metro Board members have a disturbing trend of elevating the complaints of those who consider our transportation network to be a nuisance over those of the actual *riders* of the transportation network that these Board members are meant to be serving... largely because the Metro Board members fall into the former category themselves, taking virtually no steps to truly understand the experience or needs of riders, or become users of the system themselves. The riders are taken for granted, their demands waved away, their needs falling on deaf ears.

If the Metro Board is so eager to abandon its riders, we have absolutely no choice than to unify under a major push for governance reform that changes who make up the Metro Board. Riders have been left in the dust one too many times, and a vote for Hawthorne - for completely unnecessary delay, and for the burning of $730 million extra dollars that will deprive other necessary projects of funds, all for NIMBY appeasement - would be the last straw.

Board members have a choice before them to side with their riders and choose the Hybrid LPA, or to abandon them for Hawthorne. It must be the Hybrid LPA.

Nick Andert
Resident, Los Angeles CD5

From: Kyle Smith
To: Board Clerk
Subject: (EXTERNAL) Build the South Bay Extension
Date: Monday, January 19, 2026 12:34:18 PM

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Hello,

I am a Los Angeles County resident and regular Metro Transit rider who does not own a car.

I am writing to urge the Board to support the South Bay extension building on the Metro ROW. It is the only feasible and sensible option, and we need this extension now.

Stay resolute against ridiculous NIMBY concerns and build this South Bay extension along the Metro ROW.

Thanks,
Kyle Smith
Los Angeles, CA

From: Dave Zappacosta
To: Board Clerk
Subject: (EXTERNAL) Breakwater Village Senior Community Redondo Beach
Date: Tuesday, January 13, 2026 9:00:26 PM

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Dear Metro Board of Supervisors,

Breakwater Village is a Senior condominium community with over 300 resident's . Here are our concerns to the Metro proposal operating along the (ROW) including all Neighboring properties located in Redondo Beach, Lawndale and Hawthorne to Torrance. Objections to the ROW:

1. Loss of Quiet Enjoyment of our Property per California Real Estate Law, Civil Code 1927 The "Convenient of Quiet Enjoyment", but not limited to: Excessive Sound Noise Nuisance, Vibrations, Air Pollution, Diesel fuel Fumes from construction, trash, Transients, possible Homeless encampments, Graffiti and bright Lighting and electrical EMF.
2) Ignoring City Of Redondo Beach Noise Laws, Title 4, Public Welfare Chapter 24 Noise regulations: prohibit noise or and Nuisance noise prior to 7:00Am and after 10:00 Pmsubject to all other sound previsions per the Regulations Law.
3. Presents a clear Determent to the Health, Mental Health, Welfare and Safety of all Residents including Children around surrounding schools and their Quality of Life should all be considered.
4. Loss of Property Values and Loss of Use.
5. Danger of Damage to Building Foundation and other structures due to increased weight and ground pressure located in close proximity of Residential Property.
6. Inadequate surrounding infrastructures of surface roads hindering Emergency vehicle response times.

Our Senior community is very concerned that the Metro proposed location along the (ROW) will be detrimental to our health and quality of life. The proposed shocking length of Construction, Traffic jams, and the scheduled frequency of electric Train traffic at 0400am to 0:100 hours of operation approximately every 15 minutes unacceptable.

Please Reject the FEIR and carefully consider the warnings of the refineries petroleum gas and jet fuel lines beneath the ground surface along the ROW and running parallel to our property that should Not be disturbed.

Suffice to say, our tax dollars will be best spent by reason of forethought in design and highest and best use by voting on the Hawthorne alternative. This location will benefit the Retail and Commercial districts for ease of access, safety, thriving commerce and to the betterment of all future development. Hawthorne boulevard will best provide transportation to and from residential, businesses and shopping. Thank you.

Respectfully,

David Zappacosta- HOA President and Resident owner at [redacted]
Breakwater Village Senior Community.

From:	Auguste Miller
To:	Board Clerk
Cc:	Supervisor Janice Hahn (Fourth District); mayor.helpdesk@lacity.org; Metro, CLine
Subject:	(EXTERNAL) Board Meeting Thu 1/22/2026 - ITEM 11: yes to LPA - Do the right thing, listen to the experts... Use the right of way. (No to 11.1).
Date:	Tuesday, January 20, 2026 8:44:36 AM

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Dear Metro Board,

Item 11: Yes, approve LPA route, re: *2025-0818 CONSIDER: A. APPROVING the Board selected Locally Preferred Alternative (LPA)*
Item 11.1: No, do not approve a Hawthorne last minute change by Holly Mitchell...

Do the right thing, listen to the experts (your own Metro experts!)... Use the existing right of way.
Build light rail in our lifetimes.

Otherwise we need to replace the Metro board with actual leaders, who implement a true vision that benefits wider society.
Cars ruin cities, build proper transit alternatives now.

Best regards,
Auguste
[redacted]

From:	MIKE KIM
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.s@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.yaroslavsky@lacity.org; councilmember.padilla@lacity.org; kristen.pawling@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; Sbjusticealliance@gmail.com
Subject:	(EXTERNAL) Awareness of the Metro C K Line Vote Jan 22
Date:	Sunday, January 18, 2026 9:03:21 PM

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Hello,

this weekend (1/17 and 1/18) I walked to all the retail and restaurant businesses (that I could) within walking distance of the planned stop at the intersection of Hawthorne and Artesia. I went into the businesses to :

- find out if the management and employees at the stores and restaurants were aware that a light rail passenger train was planned to connect the Torrance Metro station to LAX (K line)
- to find out if they would prefer having a station at Hawthorne and Artesia (Hawthorne option) or if they would prefer having a station next to the Metro bus station behind Target (ROW).

My findings were that none of the management or staff were aware that Metro had a station planned so close to their stores. I was the first person in every case (location) to bring them the news that there could be a train station so close within close walking distance of their respective businesses and all were excited of this possibility. They were glad to be aware that a vote to decide which location would get the train station has not yet taken place and that they still have the opportunity to voice their support of the Hawthorne option either onsite at Metro Headquarters or by phone on Thursday 1/22.

I wanted the Metro Board of Directors to be aware that there are many businesses close near Hawthorne and Artesia and they ALL support having a train station at the Hawthorne and Artesia intersection. They support the Hawthorne Option for the added foot traffic that their businesses could have and many had employees who would welcome having the option of taking the train to their jobs.

These businesses that support the Hawthorne option include:

- Sizzlers
- Big 5
- DSW
- Autozone
- Harbor Freight
- Daves Hot Chicken
- Turners Sporting Goods
- Round Table Pizza
- PetSmart
- Collector Legion
- Hawaiian BBQ
- Wonder of Dinosaurs
- and the many boutique shops in between the larger businesses

Michael Kim

From:	Bridges, Cody
To:	Board Clerk
Cc:	Ramoso, Melissa; Feves, Edward
Subject:	(EXTERNAL) Asm. Muratsuchi / Sen. Allen Letter of Support - C-Line Extension FEIR and LPA
Date:	Wednesday, January 21, 2026 4:33:40 PM
Attachments:	1.22.26 Muratsuchi Allen Metro C Line Support Letter.pdf

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Good afternoon,

Please see the attached letter of support from Assemblymember Al Muratsuchi and State Senator Ben Allen for the Metro C-Line Extension LPA and FEIR.

Best,

Cody Bridges
Senior Field Representative
Office of Asm. Al Muratsuchi, 66th District
[redacted]

From: Padric Gleason
To: Board Clerk
Subject: (EXTERNAL) Approve the Hybrid LPA to South Bay!
Date: Saturday, January 17, 2026 9:47:40 AM

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Dear Members of the Metro Board,
Please certify the FEIR and approve the Hybrid Locally Preferred Alternative (LPA) for the Crenshaw Line South Bay Extension. The Hybrid LPA is the option that delivers transit now, uses public assets responsibly, and serves the region as a whole.

I am a transit rider. For four years I lived in LA County without a car and relied on Metro for work, healthcare, and daily life. **I cannot attend today's meeting because I'm working all day in a warehouse, alongside others who depend on transit and lack the flexibility to testify.** Our absence reflects the reality of who needs this project most.

The Hybrid LPA makes smart use of an existing asset. Metro already owns the freight corridor, and that investment was made to preserve and *use* flexibility for transit. **The Hybrid option exercises that flexibility to deliver safe, grade-separated service now.** Public agencies exist to provide mobility, not to hold corridors in reserve while riders wait.

The Hybrid LPA is also the fiscally responsible choice. It delivers meaningful regional benefits at a significantly lower cost—approximately $730 million less than other alternatives. With federal transit funding constrained, choosing the Hybrid LPA protects Metro's ability to expand service and improve reliability across the system.

Just as importantly, the Hybrid LPA aligns with adopted plans, completed environmental review, and staff recommendations. That alignment minimizes legal risk, avoids delay, and respects the integrity of Metro's planning process. **After years of study and community engagement, the Hybrid LPA is ready to move forward.**

Transit expansion is economic and racial justice. Physical mobility creates access to jobs, education, and opportunity. The Metro Board represents the entire region, and the **Hybrid LPA best serves our regional interest.**

Certify the FEIR. Approve the Hybrid LPA. Move forward now and deliver transit that works.

Padric Gleason

From: John Jacobsen
To: Board Clerk
Subject: (EXTERNAL) Approve The Hybrid LPA for the South Bay Extension
Date: Saturday, January 17, 2026 1:35:34 PM

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Hello Metro Board,

I cannot attend the meeting on 1/22 so I am writing in support of the Hybrid LPA for the South Bay Extension of the K Line to Torrance.

Please do not delay this project further by switching to the Hawthorne alignment at the last moment. The work on the EIR has already been complete, having to redo the EIR for the Hawthorne alignment will cause this project to be delayed which is unacceptable.

This project does not currently cover the city of Long Beach, but as a resident of Long Beach I hope that extending the k line closer to our city will improve our access to the south bay and LAX, eventually making an extension to our city.

Thank you,
John Jacobsen

From: Isaac Martinez
To: Board Clerk
Subject: (EXTERNAL) Agenda Item 11: Support Staff Rec Hybrid LPA / Oppose Hawthorne Motion
Date: Tuesday, January 20, 2026 10:10:16 AM

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Hello Metro Board,

As a resident of Long Beach who uses cycling and public transportation as my primary mode of transportation, I support the Hybrid Alternative LPA to bring the C Line to Torrance. This project would be greatly beneficial for access to the South Bay and approving this now will help make this connection a reality sooner.

Please prevent further delays and mounting costs.

-Isaac Martinez
[redacted]

From: A C
To: Board Clerk
Subject: (EXTERNAL) Agenda Item 11 - Support Staff Rec Hybrid LPA / Oppose Hawthorne Motion
Date: Wednesday, January 21, 2026 4:57:36 PM

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Honorable Chair Dutra and Directors of the LA Metro Board,

I am writing in support of the C/K Line Extension to Torrance and would like you to finalize with the Hybrid LPA position. This rail will be beneficial for many residents and workers like me who live in the city of Torrance without viable alternatives to sitting in 405 congestion to work at LAX. In my opinion, this project needs to move forward as soon as possible to the benefit of our communities.

Sincerely,

Alan A. Carlos
[redacted]

From: Hugh G Dick
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 11: Dont Approve C Line to Torrance Final EIR & Staff Rec Hybrid LPA (1/22/26 Board)
Date: Monday, January 19, 2026 10:33:28 PM

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LA Metro Board Clerk,

Nope

Hugh G Dick
[redacted]

[redacted]

From:	Kristian Huling (DC36)
To:	Board Clerk
Cc:	[L3634] Veronica Gunn; Matthew Maldonado (DC36)
Subject:	(EXTERNAL) AFSCME District Council 36/Local 3634: Letter of Support Item 11:
Date:	Wednesday, January 21, 2026 5:00:48 PM
Attachments:	Outlook-ghe5zmze.png SupportLetter_AFSCMEDC36.docx

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Good Afternoon,

Please see the attached submission on behalf of our leadership.

In Solidarity,

Kristian Huling
Political Director
AFSCME District Council 36
[redacted]

From:	Diane Branche
To:	Board Clerk
Cc:	John Fox; Katherine Johnston; Luis Vega
Subject:	(EXTERNAL) 1/22/2026 Board Meeting – Item 11 – Lawndale's Comments Against Staff Recommendation
Date:	Wednesday, January 21, 2026 2:58:51 PM
Attachments:	image001.png image002.png image004.png Item 11 1.22.26 Metro Board of Directors_City of Lawndale Opposition to Certification of EIR- WITH ATTACHMENT.pdf

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EMAIL SENT ON BEHALF OF ATTORNEY JOHN FOX

TO: The Honorable Fernando Dutra, Chair
Metro Board of Directors
Attn: Board Administration
One Gateway Plaza MS: 99-3-1
Los Angeles, CA 90012
VIA E-MAIL (BoardClerk@metro.net)

Good afternoon,

Attached please find a copy of our letter of today's date (with attachment) re:

> Item (11) METRO BOARD OF DIRECTORS AGENDA C LINE EXTENSION TO TORRANCE PROJECT FINAL ENVIRONMENTAL IMPACT REPORT CERTIFICATION FOR THE C LINE PROJECT (SCH#2021010269)/CITY OF LAWNDALE COMMENTS – **LAWNDALE COMMENTS AGAINST STAFF RECOMMENDATION**

Please immediately contact our office if you have difficulty opening the attachment.

Thank you for your attention to this matter.

Diane Branche, Legal Assistant

Aleshire & Wynder

Diane N. Branche | Senior Legal Assistant
Assistant to Robert Lee | Robert Hensley | John Fox | Norm Dupont
Aleshire & Wynder, LLP | 3701 Wilshire Blvd., Suite 725, Los Angeles, CA 90010
[redacted]

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From: Briana Villaverde
To: Board Clerk
Subject: (EXTERNAL) 1/22/26 Board Item 11: Approve C Line to Torrance using ROW + Final EIR + Hybrid LPA
Date: Wednesday, January 21, 2026 2:56:50 PM

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LA Metro Board Clerk,

I am a resident of LA County. I ride public transit, I use my bike to get around, AND I do not own a car. I am writing to urge you to certify the Final EIR for the C/K Line Extension to Torrance and to move forward with the staff recommendation for the Hybrid LPA.

Rail in the South Bay is essential for real connectivity. For people like me who depend on transit and biking this project is about basic access to jobs, school, healthcare (and most importantly for me being able to visit my partner without worrying about being stranded due to unreliable and disconnected transit service). The Hybrid LPA uses a corridor Metro already owns and improves safety + reduces noise

The Hybrid LPA will serve riders better with stations located in neighborhoods instead of along an eight-lane highway and it can be delivered years sooner. It already has more than half of its funding secured and can move forward now. The Hawthorne option is the wrong choice. It would delay the project and complicate funding and hurt service delivery for the communities that need this connection most. (Not to mention the opposition group is co-opting environmental justice language in bad faith and using AI generated responses and content to mislead the conversation around real progress for mobility justice)

Please certify the Final EIR and advance the Hybrid LPA!

Briana Villaverde
[redacted]
[redacted]

From: Ed Apodaca
To: Board Clerk
Subject: (EXTERNAL) 1/22/26 Agenda Item 2025-0818 C Line Extension to Torrance
Date: Tuesday, January 20, 2026 3:21:04 PM

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AGAINST / ITEM NEEDS MORE CONSIDERATION

Dear Members of the Metro Board,

I am writing to request that you reconsider the proposed C Line extension to Torrance as an end-of-line station.

While I support an extension through Torrance, I am concerned about the current proposal where the line concludes in our city. At this time, the City of Torrance does not have the necessary infrastructure to handle the challenges associated with an end-of-line station, specifically regarding the impact of the homeless population. I would, however, support an extension through Torrance if the line continued further and did not terminate here.

Thank you for your time and for considering my feedback on this project.

Best regards,

Edward Apodaca

From: Aaron Wang
To: Board Clerk
Subject: (EXTERNAL) 1/22 Board Meeting Public Comments
Date: Wednesday, January 21, 2026 12:51:53 AM

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Hello Metro Board,

I urge you to vote in favor of the Sepulveda Modified Alt 5 and Torrance Hybrid ROW options as the LPA for either project. I have friends in the Valley and the Sepulveda line would be transformative in being able to connect two previously hard-to-reach areas (without a car). I also hope that the current hybrid alignment for the K Line to Torrance will be approved. Having the South Bay connected to the rest of LA's rail network (AS SOON AS POSSIBLE) would be such a no-brainer economic boon and allow people more options on where to work and live. Accepting the plan along Hawthorne would be much more expensive for little benefit, and is something I would not want to see my tax dollars spent towards (for more studies, EQAs, and loads of mitigations). Unlike other projects, there is funding and a concrete plan for the Hybrid ROW to Torrance, and I urge the Metro Board to capitalize on this.

Lastly, I hope you reconsider the measure to oppose SB 79. There is already an acute housing shortage in LA and any attempt to water down housing density provisions would only exacerbate this issue. I grew up in LA and love this city, and I want to keep living in this city, but the cost of housing and living make it difficult to be able to stay; I know I am not alone in this sentiment. With local governments historically doing little in the way of building enough housing units, let alone affordable ones, I think reverting back from state to local control over zoning is a massive mistake that would only serve to hinder your objectives of expanding your ridership base and providing high quality transit services for everyone in the Greater LA area by driving people away from your service area.

In conclusion, I want to remind the Metro Board of who you serve. Los Angeles is the second largest city in the US, not some quaint suburb that some people try to vocally say otherwise. In terms of public transit infrastructure and ridership, LA embarrassingly falls behind other "global" American cities, such as New York, Chicago, San Francisco, and D.C.. Building as much transit infrastructure as possible, and getting people to use that infrastructure, should be your main goals if you are to provide world class transit. Therefore, by advancing the current plans for our rail expansions and retaining the commitment to upzoning transit corridors is of utmost priority in my opinion to be able to achieve those goals.

Thanks,
Aaron

From: Christopher Yeh
To: Board Clerk
Subject: (EXTERNAL) 1/22 Board Meeting - In Support of Agenda Items 10 and 11
Date: Sunday, January 18, 2026 11:04:16 PM

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Dear LA Metro Board,

I work in Los Angeles County and take LA Metro buses and rail multiple times a week. I urge you to support items 10 and 11 on the agenda, and to withhold support from agenda item 11.1.

I Support Agenda item 10 - Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor
The Metro staff-recommended Locally Preferred Alternative (Modified Alt 5) is preferable for its:
- fastest end-to-end time
- largest reduction in vehicle miles traveled (VMT) and therefore air pollution from cars
- cheaper than the original Alternative 5
- UCLA on-campus dedicated stop

I Support Agenda item 11 - Approve the Locally Preferred Alternative for the extension of the C Line to Torrance and certify and approve the Final EIR.
This hybrid LPA would create thousands of jobs and attract 1.5 million new riders, on right-of-way (ROW) owned by LA Metro. The Hybrid LPA has already gone through the EIR process, and it is the best use of my taxpayer dollars.

I am AGAINST Agenda Item 11.1.
Agenda Item 11.1 would require re-doing a Final EIR for the Hawthorne alignment, leading to a 2-4 year delay, which will inevitably lead to rising costs. I do not support my taxpayer money funding a higher-cost, longer-term project.

Thank you for advancing high-quality transit in the region.

Sincerely,
Christopher Yeh

From: Benjamin Yeh
To: Board Clerk
Subject: (EXTERNAL) 1/22 Board Meeting - In Support of Agenda Items 10 and 11
Date: Sunday, January 18, 2026 10:28:00 PM

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Dear LA Metro Board,

I work in Los Angeles County and take LA Metro buses / rail several times a week. I urge you to support items 10 and 11 on the agenda, and to withhold support from agenda item 11.1.

Agenda item 10 - Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor
The Metro staff-recommended Locally Preferred Alternative (Modified Alt 5) is preferable for its:
- fastest end-to-end time
- largest reduction in vehicle miles traveled (VMT) and therefore air pollution from cars
- cheaper than the original Alternative 5
- UCLA on-campus dedicated stop

Agenda item 11 - Approve the Locally Preferred Alternative for the extension of the C Line to Torrance and certify and approve the Final EIR.
This hybrid LPA would create thousands of jobs and attract 1.5 million new riders, all without the added cost, approvals, and disruption in the Hawthorne alternative. Please certify the Final EIR and champion this critical rail project.

Thank you for advancing high-quality transit in the region.

Sincerely,
Benjamin Yeh

From: Caro Vilain
To: Board Clerk
Subject: (EXTERNAL) 1/14 planning committee - items 10 & 11
Date: Tuesday, January 13, 2026 6:40:29 PM

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Dear Metro Planning and Programming Committee,

I ask that you support the following recommendations before you, **with some modifications:**

- Agenda item 10 - while this heavy rail option with a dedicated UCLA stop is an undeniable upgrade for the entire county, I strongly recommend looking into having a connection at **Expo/Bundy rather than Expo/Sepulveda.** The 405 is a significant barrier that severely impacts access to and from the project, while a Bundy alignment would help connect the project to hubs such as Santa Monica College, the future of the Santa Monica Airport, the Santa Monica business park that is about to go through a major redevelopment,…
A second phase along Bundy would also allow a connection to LAX that goes through more hubs such as Venice High, Mar Vista, LMU,…

If we truly care to have a positive impact on the region's various communities, to lower VMTs, to create safe and efficient first and last mile options,… a connection at Bundy seems like a no brainer.

- Agenda item 11 - Approve the Locally Preferred Alternative for the extension of the C Line to Torrance and certify and approve the Final EIR!

Thank you for advancing high-quality transit in the region.

Caro Vilain

From: Tony Holt
To: Board Clerk
Subject: (EXTERNAL) 1/14 planning committee - I support items 10 and 11!
Date: Wednesday, January 14, 2026 10:25:47 PM

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Dear Metro Planning and Programming Committee, I ask that you support the following recommendations before you: - Agenda item 10 - Approve the Locally Preferred Alternative (Modified Alt 5)
for the Sepulveda Transit Corridor - this heavy rail option with a dedicated UCLA stop is exactly what the Sepulveda corridor needs! - Agenda item 11 - Approve the Locally Preferred Alternative for the extension of the C Line to Torrance and certify and approve
the Final EIR! Thank you for advancing high-quality transit in the region.
Tony Holt
91605

Yahoo Mail: Search, Organize, Conquer

From: Christian Wollenberg
To: Board Clerk
Subject: (EXTERNAL) 1/14 planning committee - I support items 10 and 11!
Date: Tuesday, January 13, 2026 6:21:42 PM

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Dear Metro Planning and Programming Committee,

I ask that you support the following recommendations before you:

- Agenda item 10 - Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor - this heavy rail option with a dedicated UCLA stop is exactly what the Sepulveda corridor needs!

- Agenda item 11 - Approve the Locally Preferred Alternative for the extension of the C Line to Torrance and certify and approve the Final EIR!

Also, as a member of IBEW 11, transit projects create good reliable work for us and other trades. From having worked on the D line extension, it feels incredibly rewarding knowing that I helped to build transportation for many, and to build LA's future. Building the Sepulveda line, and building out the K line will help people have more options to get around and reduce traffic.

Thank you for advancing high-quality transit in the region.

Christian Wollenberg

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) 1/14 planning committee - I support items 10 and 11!
Date: Tuesday, January 13, 2026 7:34:26 PM

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Dear Metro Planning and Programming Committee,

I ask that you support the following recommendations before you:

- Agenda item 10 - Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor - this heavy rail option with a dedicated UCLA stop is exactly what the Sepulveda corridor needs!

- Agenda item 11 - Approve the Locally Preferred Alternative for the extension of the C Line to Torrance and certify and approve the Final EIR!

Thank you for advancing high-quality transit in the region.

Lucinda Chinn
[redacted]

Sent from my iPhone

From: Elizabeth O'Brien
To: Board Clerk
Subject: (EXTERNAL) 1/14 planning committee - I support items 10 and 11!
Date: Wednesday, January 14, 2026 1:46:37 AM

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Dear Metro Planning and Programming Committee,

I ask that you support the following recommendations before you:

- Agenda item 10 - Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor - this heavy rail option with a dedicated UCLA stop is exactly what the Sepulveda corridor needs!

- Agenda item 11 - Approve the Locally Preferred Alternative for the extension of the C Line to Torrance and certify and approve the Final EIR!

Thank you for advancing high-quality transit in the region.

Elizabeth O'Brien, Professor of History at UCLA
[redacted]

From: Drew Finke
To: Board Clerk
Subject: (EXTERNAL) 1/14 planning committee - I support items 10 and 11!
Date: Wednesday, January 14, 2026 8:03:43 AM

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Dear Metro Planning and Programming Committee,

I ask that you **support the following recommendations** before you:

- Agenda item 10 - **Approve the Locally Preferred Alternative (Modified Alt 5)** for the Sepulveda Transit Corridor - this heavy rail option with a dedicated UCLA stop is exactly what the Sepulveda corridor needs!

- Agenda item 11 - **Approve the Locally Preferred Alternative for the extension of the C Line** to Torrance and certify and approve the Final EIR!

Thank you for advancing high-quality transit in the region.

Best,
-Drew Finke

From: Brian Girvan
To: Board Clerk
Subject: (EXTERNAL) 1/14 planning committee - I support items 10 and 11!
Date: Wednesday, January 14, 2026 9:14:20 AM

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Dear Metro Planning and Programming Committee,

I ask that you support the following recommendations before you:

- Agenda item 10 - Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor - this heavy rail option with a dedicated UCLA stop is exactly what the Sepulveda corridor needs!

- Agenda item 11 - Approve the Locally Preferred Alternative for the extension of the C Line to Torrance and certify and approve the Final EIR!

Thank you for advancing high-quality transit in the region.

Brian Girvan

From: Julian Kelly
To: Board Clerk
Subject: (EXTERNAL) 1/14 planning committee - I support items 10 and 11!
Date: Wednesday, January 14, 2026 10:18:32 AM

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Dear Metro Planning and Programming Committee,

I ask that you support the following recommendations before you:

- Agenda item 10 - Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor - this heavy rail option with a dedicated UCLA stop is exactly what the Sepulveda corridor needs!

- Agenda item 11 - Approve the Locally Preferred Alternative for the extension of the C Line to Torrance and certify and approve the Final EIR!

Thank you for advancing high-quality transit in the region. Please reply to me if any questions about my advocacy here. Thanks.

Julian Kelly
[redacted]

From: Sebastian Guzman
To: Board Clerk
Subject: (EXTERNAL) 1/14 planning committee - I support items 10 and 11!
Date: Wednesday, January 14, 2026 10:51:45 AM

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Dear Metro Planning and Programming Committee,

I ask that you support the following recommendations before you:

- Agenda item 10 - Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor - this heavy rail option with a dedicated UCLA stop is exactly what the Sepulveda corridor needs!

- Agenda item 11 - Approve the Locally Preferred Alternative for the extension of the C Line to Torrance and certify and approve the Final EIR!

Thank you for advancing high-quality transit in the region.

Best,
Sebastian Guzman

From: Auguste Miller
To: Board Clerk
Subject: (EXTERNAL) 1/14 planning committee - I support items 10 and 11!
Date: Wednesday, January 14, 2026 1:30:09 PM

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Dear Metro Planning and Programming Committee,

I ask that you support the following recommendations before you:

- Agenda item 10 - Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor - this heavy rail option with a dedicated UCLA stop is exactly what the Sepulveda corridor needs!

- Agenda item 11 - Approve the Locally Preferred Alternative for the extension of the C Line to Torrance and certify and approve the Final EIR!

Thank you for advancing high-quality transit in the region.

Auguste Miller
[redacted]

Sent from my iPhone

From: Ryn Jorgensen
To: Board Clerk
Subject: (EXTERNAL) 1/14 planning committee - I support items 10 and 11!
Date: Wednesday, January 14, 2026 9:45:11 PM

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Dear Metro Planning and Programming Committee,

I ask that you support the following recommendations before you:

- Agenda item 10 - Approve the Locally Preferred Alternative (Modified Alt 5) for the Sepulveda Transit Corridor - this heavy rail option with a dedicated UCLA stop is exactly what the Sepulveda corridor needs! I myself would use it frequently.

- Agenda item 11 - Approve the Locally Preferred Alternative for the extension of the C Line to Torrance and certify and approve the Final EIR! This would let me actually take the metro to work efficiently, something I desperately want.

Thank you for advancing high-quality transit in the region.

Ryn J
[redacted]

Please ignore the typos, this was sent from my iPhone

From: Jose Dennis Alabaso
To: Board Clerk
Subject: (EXTERNAL) "The Metro C Line (Southern) Extension."
Date: Wednesday, January 21, 2026 3:49:29 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Correction: It's now the **Metro K Line Southern Extension** to both the Redondo Beach/Galleria Transit Center and the Mary K. Giordano Transit Center in the city of Torrance hopefully when it's completely on or after Early 2034. By the way, for the proposed and upcoming **Metro C Line Eastern Extension**, will there be 3 brand-new stop locations at: Imperial/Pioneer, the Norwalk Civic Center Station, and the Norwalk/Santa Fe Springs Metrolink Station in which they will open after the year 2034? Please let me know, and I thank you all so very much for your cooperation and for your generosity.

Yours Sincerely,

JOSE DENNIS ALABASO

From: Lauren Weil
To: Board Clerk
Subject: (EXTERNAL) **Comment letter: Support for LPA for C Line Extension and Sepulveda Transit
Date: Wednesday, January 21, 2026 4:57:43 PM

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To Whom It May Concern,

As a homeowner in El Segundo, I'm reaching out to share my strong support for the Locally Preferred Alternatives (LPA) for the C Line Extension to Torrance and the Sepulveda Transit Corridor Project. I strongly request that the Metro Board approves the LPA alternative for these two projects and certifies the Final Environmental Impact Report for the C Line Extension to Torrance.

The LPA for the C Line Extension to Torrance is a common sense route that utilizes existing Metro-owned right of way (ROW) to connect multiple transit centers in a cost effective way. There are major issues with the Hawthorne Alternative that is now being proposed. The Hawthorne option is $730 million higher which greatly jeopardizes the project. The Hawthorne alignment also requires a lot of collaboration with multiple different agencies including Caltrans and Southern California Edison, who would need to relocate major utilities such as high-voltage overhead wires. Also, a major storm drain underneath Hawthorne Blvd will need to be excavated and moved, land acquisitions will be needed, and an additional NEPA review will need to be conducted, which will add 2-4 years and additional costs to the project. These issues add up, and jeopardize the project being completed at all.

This was originally designed to make use of the Metro-owned ROW, a unique opportunity for rail expansion where major costs of land acquisitions are not necessary. Choosing any other option except the LPA was would be a waste of a key opportunity to expand the rail into the South Bay.

Please certify the FEIR and approve of the LPA for C Line Extension to Torrance.

What's more, the Sepulveda Transit Corridor is one of the most important projects in the region, providing a critical North-South rail line to connect several different transit lines. The LPA of the Modified Alternative 5 is the preferred route that provides significant ridership with a travel time that will revolutionize public transit in Los Angeles. Please approve the LPA for the Sepulveda Transit Corridor Project.

Lastly, I ask that you do NOT oppose the SB 677 (Wiener) Housing development: transit-oriented development bill. As a homeowner, I recognize that the Los Angeles region is in a critical housing shortage and really needs to increase the quantity of housing to make housing affordable. Building housing around transit stations is an easy decision that will increase ridership (and Metro revenue) significantly and ensure density can be built by relying less on the need for cars.

In summary:

- C Line Extension to Torrance: Approve the FEIR and approve the staff recommended LPA, do NOT approve the Hawthorne option.

- Sepulveda Transit Corridor: Approve the staff recommended LPA, Modified Alternative 5.
- SB 677 (Wiener) Housing development: transit-oriented development bill: Support the bill and do NOT oppose it.

Thank you,
Lauren Weil
El Segundo

21 January, 2026

Subject: Item 11.1
Support for Hawthorne Blvd
For C/K Line Ext. to Torrance

Dear members of the Los Angeles Metro director board,

My name is Izhaac Kim. I am a 9 year old living with my family along the ROW, in Lawndale. I am writing this letter on behalf of my brother, my sister and myself. As children, I feel like we don't have much say in the adult decision making, but I want you to hear our voice.
A little background about myself. Like I mentioned, I am 9 and in 5th grade. I excel in mathematics and also enjoy reading a lot. My siblings and I are able to perform really well at school because of our parents loving support and our quiet environment.

If Metro were to build trains behind our beautiful house, it will have a very Big Negative impact on our lives and on our health, physically and emotionally. I heard that ~~contru~~ constructions will take 8 years! And it will create a lot of noises and dust!
Then, when completed, there will be more than 200 trains a day, traveling only 5 feet from

my home! This will be a NIGHTMARE! How are we, as kids, supposed to live a normal life? Our academic performances will suffer for sure. We want to live in our home in peace and safely.

On the other hand, we believe that Hawthorne Blvd would be perfect! Every year, we travel to Europe and we love riding the metro, trams and even the high speed train. There, I noticed that trains are placed near restaurants, bakeries, grocery stores and offices... Sometimes when riding the metro, it was so packed that we were squeezed like sardines. It would be great to have the same thing on Hawthorne Blvd.

So I know we are only kids, but I beg you to hear us! Our lives matter too! We want to be safe and live peacefully in our home like many kids in Lawndale! Please choose Hawthorne!

Thank you very much.

Izhaac Kim

REDONDO BEACH

Mayor and City Council Offices
415 Diamond Street
Redondo Beach CA90277

Tel: 310.697.3088

Redondo.org

January 21, 2026

Honorable Chair Dutra
Metro Board Members
Board Administration
One Gateway Plaza
MS: 99-3-1
Los Angeles, CA 90012

Via Electronic Mail
BoardClerk@metro.net

RE: **Item 11.1: C Line Extension to Torrance Project Final EIR Certification**
Redondo Beach's Support for Director Mitchell, Sandoval and Dupont-Walker's motion selecting the Hawthorne Alignment

Dear Board Chair Dutra and Honorable Board Members:

On behalf of the City of Redondo Beach, please accept this letter as Mayor Light and the City Council's unanimous (4-0-1) support for the motion by Directors Mitchell, Sandoval and Dupont-Walker selecting the Hawthorne alignment. We write to express how we envision working with Metro, Caltrans and our neighbors to advance the Project on Hawthorne Blvd. and we request that the Board approve the motion.

As a preliminary matter, Redondo Beach has consistently supported the C-Line Extension on Hawthorne, as it achieves the Project objectives, including but not limited to improving mobility, providing alternative modes of transit, and providing more equitable access to regional destinations, displacing the greatest amount of VMT and resulting in the greatest number of annual project trips.

The Hawthorne alignment increases commercial visibility instead of impacting and dividing a residential neighborhood. Some of the significant issues associated with the LPA option would be resolved with the Board's selection of the Hawthorne alignment. The Hawthorne Alternative, studied in depth in the draft and final EIR, resolves potential issues associated with selection of the LPA. In particular, the Hawthorne Alternative avoids relocation of utilities and high-risk construction activities associated with the LPA option. For these reasons among others, the Hawthorne Alternative provides the greatest return on regional investment.

If and when the Board certifies the FEIR and approves the Hawthorne Alternative, Redondo Beach is ready to:

- Expedite any necessary local approvals and permits to enable timely Project construction and reduce the risk of schedule delays;
- Expediently work through the Caltrans relinquishment process for Hawthorne Blvd. (SR 107) to enable local control of permitting and approvals;
- Collaborate with neighboring jurisdictions to centralize permitting for the Hawthorne option;
- Further advocate for funding for this Project at the South Bay Cities COG, specifically during the Measure M Decennial Review process commencing this year;
- Support expansion of the Business Interruption Fund to cover businesses impacted by Project construction along Hawthorne Blvd. to ensure their continued success;
- Pursue funds for first/last mile improvements for the South Bay Galleria station, and plan for our 3% local match contribution to the Project;

The City is also uniquely positioned to ensure traffic in Redondo Beach along Hawthorne Blvd. is managed efficiently with minimal disruption during construction. In that regard, the City also appreciates the Board's stated commitment to helping small businesses remain viable during and after construction.

The Hawthorne Alternative is the only Project alternative that meets the Project objectives, fulfills the Board's CEQA requirements, and delivers high ridership. Redondo Beach looks forward to working in partnership with Metro, Caltrans, the South Bay Cities Council of Governments and our neighbors to deliver high quality transit to the region.

Thank you in advance for your consideration of our comments.

Sincerely,

[redacted]

Jim Light
Mayor

Joined by:

[redacted]

Brad Waller
Council Member, District 1

[redacted]

Chadwick Castle
Councilmember, District 2

[redacted]

Paige Kaluderovic
Council Member, District 3

[redacted]

Zein Obagi Jr
Council Member, District 4

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

Los Angeles County Metro Board
1 Gateway Plaza
Los Angeles, CA 90012

January 21, 2026

Subject: Support Item 11 reaffirming Hybrid Local Alternative Route on Existing ROW; Oppose Item 11.1

Dear Chair Dutra and LA County Metro Board members,

On behalf of Abundant Housing LA, I write in strong support of the staff-recommended Hybrid LPA for the C/K Line Extension to Torrance. Our organization is deeply concerned about a last-minute push to reject the Locally Preferred Alternative that the Metro Board selected a year and a half ago, in favor of a much more expensive route.

If the Metro board were to adopt the new motion, Metro would reopen the environmental review process, setting the project back years, if not killing it altogether. Worse, the ballooning cost would come at the expense of other important projects across the region. The equity implications of this new motion are profound, as a change in direction at this juncture would sacrifice a billion dollars in investments badly needed elsewhere.

By contrast, the Hybrid LPA, selected by the Board in 2024 and refined in the FEIR, uses the existing rail corridor with grade separations and mitigations to make the corridor both safer and quieter. It connects to new bus centers, and improves green space with bike and pedestrian paths. It is a comprehensive option with strong community benefits and a clear path to construction. While Metro has expanded rail across the County, the Extension to Torrance, promised in Measure R and Measure M, is long overdue. The Hybrid LPA has support by the City of Torrance, and dozens of local community, business, and labor organizations, in addition to mobility and housing organizations, like Abundant Housing LA.

The Hybrid LPA will allow Los Angeles to move forward, and we respectfully urge your support of Item 11 and ask for your opposition to Item 11.1.

Sincerely,

[redacted]

Scott Epstein
Director Policy and Research
Abundant Housing LA

ROBERT PULLEN-MILES
Mayor

CITY OF LAWNDALE

Office of the Mayor

January 20, 2026

VIA ELECTRONIC MAIL ONLY

The Honorable Chair Fernando Dutra
Honorable Board of Directors
Los Angeles Metropolitan Transportation Authority (Metro)
Office of Board Administration
One Gateway Plaza, Mail Stop 99-3-1
Los Angeles, CA 90012

By Email: BoardClerk@metro.net

RE: Metro C Line (Green Line)/ K Line Extension to Torrance Project
January 22, 2026 Metro Agenda

Item 11 #2025-0818 – OPPOSE (the Board selected Locally Preferred Alternative – LPA)

Item 11.1 #2026-0037 – SUPPORT (Approve the Hawthorne Option)

Dear Chair Dutra and Honorable Board of Directors:

I am writing to affirm my support for the **Hawthorne Boulevard Alignment route option**, which I believe represents a safer and more viable route for commuters to and from the South Bay region of Los Angeles County.

Metro's Locally Preferred Alternative would result in hundreds of trains operating daily, at grade, through narrow residential neighborhoods and in close proximity to homes and schools within Lawndale and Redondo Beach. This approach would produce increased noise, air pollution, and safety risks, while eliminating valued green space that residents rely upon and enjoy. In contrast, the Hawthorne Boulevard route better advances regional transportation objectives by providing alternative travel options, improving connectivity between local and regional transit systems, and supporting greenhouse gas emission reduction initiatives.

In addition, I respectfully request that Metro establish a Business Interruption Fund for the Project and expand construction mitigation programs to support and assist businesses located along Hawthorne Boulevard during and after construction. These measures will be essential in preserving economic vitality and reducing construction related impacts on locally owned businesses along the corridor.

I submit this letter as my official position and support for the Hawthorne Boulevard Alignment route option. I affirm my commitment to work collaboratively with my Council colleagues, city staff, Metro, and project partners to expedite approval processes, advocate for additional funding, and support the successful implementation of the Hawthorne Boulevard Alignment route option for the good of City residents and businesses.

Sincerely,

[redacted]

Robert Pullen-Miles
Mayor
City of Lawndale

Disclaimer: The contents of this letter do not necessarily reflect the position of the Lawndale City Council.

From:	Customer Relations
To:	Board Clerk
Subject:	Fw: (EXTERNAL) I am writing in support of Motion 11.1 Approving Hawthorne Blvd Alignment as the project LPA for C-Line extension to Torrance. FOR
Date:	Wednesday, January 21, 2026 12:21:21 PM

Good afternoon,

Please see the message below.

S. Edwards
Metro Customer Relations
213.922.6235 W
800.464.2111 Toll Free
CustomerRelations@Metro.net
metro.net | facebook.com/losangelesmetro | @metrolosangeles
Metro's mission is to provide world-class transportation for all.

From: barbara epstein [redacted]
Sent: Wednesday, January 21, 2026 12:14 PM
To: Customer Relations <CustomerRelations@metro.net>
Cc: hollyjmitchell@bos.lacounty.gov <hollyjmitchell@bos.lacounty.gov>; info@timsandoval.com <info@timsandoval.com>; jdupontw@aol.com <jdupontw@aol.com>
Subject: (EXTERNAL) I am writing in support of Motion 11.1 Approving Hawthorne Blvd Alignment as the project LPA for C-Line extension to Torrance. FOR

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Board Clerk,

I am writing in support of Motion 11.1 Approving Hawthorne Blvd Alignment as the project LPA for C-Line extension to Torrance.

The elevated Hawthorne Bl option makes the most sense and I would like to use it to visit friends and attend cultural events.

Thank you.

Barbara Epstein
[redacted]

Sent from my iPad

From:	Marg Alexander
To:	Board Clerk
Cc:	HollyJMitchell@bos.lacounty.gov; info@timsandoval.com; jdupontw@aol.com
Subject:	(EXTERNAL) Written Comment in Support of Motion 11.1 Approving Hawthorne Blvd Alignment as the Project LPA for C-Line Extension to Torrance
Date:	Tuesday, January 20, 2026 4:39:58 PM

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Dear Board Clerk,

Please accept and count my written comment in support of Motion 11.1 Approving Hawthorne Blvd Alignment as the project LPA for C-Line extension to Torrance.

My name is Margie Fay Alexander. I am a Redondo Beach ROW stakeholder and an owner of Unit 245 at Breakwater Village. My home is approximately 50 yards from the ROW, and that proximity to means that the ROW Hybrid option would pose a serious risk to me and to the lives of all of us senior citizens living at Breakwater Village.

The C/K-Line should stay elevated down Hawthorne Blvd, not consume green space in Lawndale and wreak havoc to hundreds of Redondo residents, including 300 seniors at Breakwater Village by being constructed on the Metro ROW, where seven fuel and gas pipelines exist many of which will have to be relocated. By their own admission, Metro staff describes moving these pipes as "high risk construction".

I support the Hawthorne route to improve and revitalize the business district. I support the elevated Hawthorne Blvd option that would place the rail line safely down the center of a wide commercial corridor, where the old Red Car streetcars once ran. The

Hawthorne Blvd option would protect green space and preserve the character of the neighborhood yet still deliver the transit connection Metro has promised us. Please protect our vulnerable senior citizens and all others living near the ROW and choose the common-sense solution that is already backed by the city councils of Lawndale, Redondo Beach, and Hawthorne. I urge you to choose the sensible solution, the safest route; in short, I urge you to choose the Hawthorne Blvd option.

Thank you for your attention to this matter.

Sincerely yours,

Margie Fay Alexander

From:	Jacklyn Ma
To:	Board Clerk
Subject:	(EXTERNAL) Writing to strongly oppose item 11.1, support item 11, support item 10, and very strongly oppose item 33
Date:	Tuesday, January 20, 2026 6:35:23 PM

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Dear Metro Board:

My name is Jacklyn Ma and I am a 15 year resident of LA, a physician, and I am very concerned about the health affects of climate change, traffic and unsafe streets in LA. So I am writing to enthusiastically support Item 11 and strongly oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system, less car dependency, and ultimately improved quality of life for everyone.

Thank you,
Jacklyn Ma
[redacted]

From:	Jacob Pierce
To:	fdutra@cityofwhittier.org; Kathryn Barger; jdupontw@aol.com; butts@cityofinglewood.org; Janice Hahn; Lindsey Horvath; Holly Mitchell; Najarian, Ara; Imelda Padilla; tim.sandoval@pomonaca.gov; Hilda Solis; Katy Young Yaroslavsky; gloria.roberts@dot.ca.gov; Karen.bass@lacity.org
Cc:	dperry@bos.lacounty.gov; Tina.Backstrom@lacity.org; mbohlke@sbcglobal.net; Jorenstein@bos.lacounty.gov; ayoon@bos.lacounty.gov; vrescalvo@gmail.com; Lamont Cobb; wrehman@bos.lacounty.gov; bfish@bos.lacounty.gov; vgomez@bos.lacounty.gov; kristen.pawling@lacity.org; andrew.deblock@lacity.org; Board Clerk; Scott Epstein
Subject:	(EXTERNAL) Support Item 11 (Hybrid Local Alternative Route on Existing ROW); Oppose Item 11.1
Date:	Wednesday, January 21, 2026 4:03:59 PM
Attachments:	AHLA-Hybrid LPA (support Item 11, oppose 11.1).pdf

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Dear Chair Dutra and LA County Metro Board members,

Please see the attached letter from Abundant Housing LA regarding our continued support for the Hybrid LPA for C/K Line extension to Torrance.

Specifically, at tomorrow's Metro Board meeting, we urge you to approve the staff recommendation for Item 11 and reject item 11.1. We are deeply troubled by the last-minute effort to change the route of this light rail extension. A change of this magnitude and at this juncture would significantly delay the extension, add millions of dollars in delay and threatens to derail the entire project.

Thank you,
Jacob Pierce

Housing Elements & Policy Analyst
Abundant Housing LA
[redacted]

From:	barbara epstein
To:	Board Clerk
Cc:	hollyjmitchell@bos.lacounty.gov; info@timsandoval.com; jdupontw@aol.com
Subject:	(EXTERNAL) Subject: C-Line Motion 11.1 Approving Hawthorne Bl Option- FOR
Date:	Wednesday, January 21, 2026 11:52:07 AM

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Dear Board Clerk,

I am writing in support of Motion 11.1 Approving Hawthorne Blvd Alignment as the project LPA for C-Line extension to Torrance.

The elevated Hawthorne Bl option makes the most sense and I would like to use it to visit friends and attend cultural events.

Thank you.

Barbara Epstein
[redacted]

Sent from my iPad

From:	Melanie Cohen
To:	info@timsandoval.com; Board Clerk; HollyJMitchell@bos.lacounty.gov
Subject:	(EXTERNAL) Subject: C-Line Motion 11.1 Approving Hawthorne Bl Option-
Date:	Wednesday, January 21, 2026 10:41:11 AM

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Dear Board Clerk,
I am writing in support of Motion 11.1 Approving Hawthorne Blvd Alignment as the project LPA for C-Line extension to Torrance.
I'm a commuter, or I travel to the South Bay, Or I live in Gardena/Torrance/Palos Verdes/Santa Monica/Westside/Hollywood or wherever.

The elevated Hawthorne Bl option makes the most sense and I would love to use it and visit the business district/see a movie/shop/eat at one of the restaurants, work there, make it a better destination, or we would definitely use or however you want to put it.

Thank you.

From: [redacted]
To: Board Clerk
Cc: HollyJMitchell@bos.lacounty.gov; info@timsandoval.com; jdupontw@aol.com
Subject: (EXTERNAL) Subject: C-Line Motion 11.1 Approving Hawthorne Blvd Option - FOR
Date: Wednesday, January 21, 2026 4:15:35 PM

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Dear Board Clerk,

Please accept and count my written comment in support of Motion 11.1 Approving Hawthorne Blvd Alignment as the project LPA for C-Line extension to Torrance.

My name is Maricela Guillermo, a Redondo Beach resident.

Safety must be treated as non-negotiable. The ROW Hybrid option would place a constrained public corridor adjacent to active rail operations carrying high-pressure fuel, directly impacting approximately 1,100 nearby homes, while severely limiting emergency response and evacuation capabilities and posing an unacceptable threat to public safety. The existing corridor, currently used as a public park, further underscores the need for sufficient width and separation. The Hawthorne alignment provides the necessary buffer to safely accommodate multi-use access, emergency and maintenance vehicles, and ongoing bidirectional rail operations.

I also recognize that the multi-use facility carries an estimated **$800 million additional cost**. Rather than compromising safety, **Metro, together with the cities of Redondo Beach, Lawndale, Hawthorne, and others**, could explore **voluntary partnership contributions** from large landowners and major employers in the corridor, such **Space X, Tesla, Amazon, and Northrop Grumman,** who would directly benefit from improved public access, workforce mobility, and property value. Many stakeholders may be willing to contribute if asked.

Passing the Hawthorne Blvd motion prioritizes public safety, ensures long-term operational viability, and allows Metro to explore creative funding partnerships **without advancing to an alternative motion**. This alignment responsibly reflects both the safety and transportation needs of the corridor for decades to come.

Thank you for your leadership and careful consideration of this critical matter.

Respectfully,

Maricela Guillermo

From: craig arima
To: Board Clerk
Subject: (EXTERNAL) Subject: C-Line Motion 11.1 Approving Hawthorne Blvd Option
Date: Tuesday, January 20, 2026 10:21:15 AM

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My name is Craig Arima my home is 808 Firmona ave , Redondo Beach 99278
My home backs up to the 20' berm - bringing the freight line 12' from my home ..
I want to Strongly Object to the use of the existing track behind my house ..
Please Accept and count my Written Comment in Support of Motion 11.1 approving HAWTHORNE BLVD ALIGNMENT
as the Project for the C-Line extension ..
if the current line behind my house is expanded and used for commuter traffic the disruption inflicted would be unbearable ..
The constant shaking of the ground from the constant train traffic will potentially undermine the integrity of my back fence and possibly the integrity of my house foundation… the devaluation of my house value would be unacceptable.. the amount of money I would have to spent to maintain let alone increase the peace and tranquility I currently have would be tremendous..
The noise alone will Require my family and myself to install (at the cost of tens of thousands of dollars) all new double pain glass windows and doors .. the noise from passing trains will be unbearable- our bedrooms are on the second floor of the house and is level with the top of the Berm where the trains tracks are used .
Currently every time a train passes the Television signal is disrupted and cuts the programming… if the train is used as a commuter line my television signal will be constantly interrupted..
if the Extention is going down Hawthorne blvd I would be very likely to use the train to shop and travel a few time a week rather than drive to certain malls and shopping centers ..
thank you …
Sincerely , CRAIG K ARIMA

From:	Ann Chorbi
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.mata@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.yaroslavsky@lacity.org; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; Sbjusticealliance@gmail.com
Subject:	(EXTERNAL) Regarding Item 11.1 Support for Hawthorne Blvd. for C/K Line Extension to Torrance, CA
Date:	Wednesday, January 21, 2026 3:57:00 PM

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Hello, my name is Ann Chorbi and I live next to the railroad tracks in Breakwater Village, Redondo Beach and I am greatly in support of the motion to put the
CK Line Extension to Torrance on Hawthorne Blvd.
My reasons are common sense ones:
1 No on ROW: . I didn't sign up for 8-10 years of dirty, dusty, noisy construction filled with contamination AND that will make the value of my home go down.
2. Yes on Hawthorne Blvd.: I support this access because more workers could get to work easier and more shoppers would be able to shop better and easier.
It would definitely generate more customers using the light rail safely and easily.. I see it as a WIN-WIN solution.
And it would be safer and faster to construct.

Those are my main reasons, but there are plenty more

Thank you for listening,
Ann Chorbi
[redacted]

From: craig arima
To: Board Clerk
Subject: (EXTERNAL) Re: Subject: C-Line Motion 11.1 Approving Hawthorne Blvd Option
Date: Tuesday, January 20, 2026 10:44:46 AM

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In addition the increased potential for Fire from sparks from the rail line is tremendous. The berm behind my house is filled with 3' tall dry grasses and weeds .. all along the berm ..
There are no sources of water to combat any fires that may be started due to sparks .. years ago a fire started from the sparks and the neighbors had to use garden hoses and buckets to put out the flames … lucky the neighbors were home and helped to put out the flames before the fire spread to the surrounding houses and yards … the increase in fire insurance cost would be unacceptable ..
The constant stress of fire possibility would be both Financially and mentally overwhelming..
Sent from my iPhone Craig

> On Jan 20, 2026, at 10:21 AM, craig arima <tunacraig@yahoo.com> wrote:
>
> My name is Craig Arima my home is 808 Firmona ave , Redondo Beach 99278
> My home backs up to the 20' berm - bringing the freight line 12' from my home ..
> I want to Strongly Object to the use of the existing track behind my house ..
> Please Accept and count my Written Comment in Support of Motion 11.1 approving HAWTHORNE BLVD ALIGNMENT
> as the Project for the C-Line extension ..
> if the current line behind my house is expanded and used for commuter traffic the disruption inflicted would be unbearable ..
> The constant shaking of the ground from the constant train traffic will potentially undermine the integrity of my back fence and possibly the integrity of my house foundation… the devaluation of my house value would be unacceptable.. the amount of money I would have to spent to maintain let alone increase the peace and tranquility I currently have would be tremendous..
> The noise alone will Require my family and myself to install (at the cost of tens of thousands of dollars) all new double pain glass windows and doors .. the noise from passing trains will be unbearable- our bedrooms are on the second floor of the house and is level with the top of the Berm where the trains tracks are used .
> Currently every time a train passes the Television signal is disrupted and cuts the programming… if the train is used as a commuter line my television signal will be constantly interrupted..
> if the Extention is going down Hawthorne blvd I would be very likely to use the train to shop and travel a few time a week rather than drive to certain malls and shopping centers ..
> thank you …
> Sincerely , CRAIG K ARIMA
>
>

From:	Waldron, Jessalyn
To:	North Redondo Beach Business Association (NRBBA); Board Clerk
Cc:	james.light@redondo.org; zein.obagi@redondo.org; paige.kaluderovic@redondo.org; santos@redondochamber.org; Sanchez, Manny; Yoon, Anne
Subject:	(EXTERNAL) RE: Item 11:1 - C Line Extension to Torrance Project - Support for Hawthorne Boulevard Alignment
Date:	Tuesday, January 20, 2026 6:04:29 PM
Attachments:	image001.png image002.png image003.png image004.png image005.png image006.png image007.png

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Hello,

Thank you for sending this support letter.

I am confirming receipt on behalf of the Office of Supervisor Holly J. Mitchell.

Best,
Jessalyn Waldron
Constituent Services Deputy
Office of Supervisor Holly J. Mitchell
[redacted]

HOLLY J. MITCHELL
LOS ANGELES COUNTY SUPERVISOR ◆ 2ND DISTRICT

NEWSLETTER SIGN-UP

From: North Redondo Beach Business Association (NRBBA) <info@nrbba.org>
Sent: Tuesday, January 20, 2026 4:31 PM
To: BoardClerk@metro.net
Cc: james.light@redondo.org; zein.obagi@redondo.org; paige.kaluderovic@redondo.org; Waldron, Jessalyn <JWaldron@bos.lacounty.gov>; North Redondo Beach Business Association (NRBBA) <info@nrbba.org>; santos@redondochamber.org

Subject: Item 11:1 - C Line Extension to Torrance Project - Support for Hawthorne Boulevard Alignment

Honorable Chair Dutra

Metro Board Members

Los Angeles County Metropolitan Transportation Authority

One Gateway Plaza

Los Angeles, CA 90012

Via Electronic Mail: BoardClerk@metro.net

Re: C Line Extension to Torrance Project – Support for the Hawthorne Boulevard Alignment

Dear Chair Dutra and Honorable Board Members,

On behalf of the North Redondo Beach Business Association, we respectfully submit this letter in support of the **Hawthorne Boulevard alignment** for the C Line Extension to Torrance Project.

NRBBA represents local businesses and neighborhood stakeholders throughout North Redondo Beach. After reviewing the alternatives evaluated in the Final EIR, a majority of the NRBBA Board supports the Hawthorne Boulevard option as the most business and resident-friendly alignment while still advancing regional transit goals.

The Hawthorne Boulevard alignment concentrates transit infrastructure along an established commercial corridor, preserving residential neighborhood cohesion and minimizing direct impacts to homes. This approach enhances transit visibility and accessibility, supports local economic activity, and allows for more effective coordination of traffic management, construction mitigation, and business-support strategies during implementation.

NRBBA aligns with the City of Redondo Beach and County Supervisor Holly J. Mitchell in supporting the Hawthorne Boulevard alignment as the option that best balances mobility, equity, economic vitality, and community quality of life.

While recognizing that large infrastructure projects involve tradeoffs and that our Board's position reflects a majority rather than unanimous view, we believe the Hawthorne Boulevard alignment represents the most practical and community-compatible path forward.

Thank you for your consideration and continued engagement with South Bay communities.

Sincerely,

North Redondo Beach Business Association

By the NRBBA Board of Directors

www.nrbba.org

From: K Pulungan
To: Board Clerk
Subject: (EXTERNAL) Re: I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 11:55:15 PM

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As for Item 33, I want to add that SB 79 will generate revenue badly needed by Metro. If we don't want to end up like other transit agencies around the nation that are facing fiscal cliffs, we need new revenue and ridership drivers. SB 79-enabled housing will greatly boost Metro's position.

On Tue, Jan 20, 2026 at 11:49 PM K Pulungan <kpulungan@gmail.com> wrote:

> Dear Metro Board:
>
> I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to a vocal few. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support the majority of South Bay people, and the staff's recommendation, and vote no on 11.1. As I said before, as someone who works in aerospace, this project will be crucial to connecting job centers for such an important industry of LA to the rest of LA, enabling opportunities for people who work in aerospace and live around LA, who want to work in the South Bay's important aerospace industry. It is of national importance that this project gets going ASAP, due to these jobs in the area.
>
> I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.
>
> I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system. I recognize that there are concerns about voices opposed to housing that will now be opposed to transit, but I guarantee you, the same people against housing are already basically the same people opposed to transit projects.
>
> Thank you.

From:	Auguste Miller
To:	Board Clerk
Cc:	mayor.helpdesk@lacity.org; Metro, CLine
Subject:	(EXTERNAL) Re: Board Meeting Thu 1/22/2026 - ITEM 11: yes to LPA - Do the right thing, listen to the experts... Use the right of way. (No to 11.1).
Date:	Tuesday, January 20, 2026 1:52:28 PM

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Dear Holly Mitchell,

Current generations deserve better. But especially future ones.

Paris, New York, Tokyo, Copenhagen, etc Any world class city, like LA is attempting to become.

Might have been hard (change is hard, loud vocal nimby minority backlash is always there - often caused by cars btw, ie. Sprawl) but has any political leader ever not ultimately done right by their «constituents» by prioritizing and building world class public transit?

Disregard noise, - do the right thing for future generations.

Sent from my iPhone

> On Jan 20, 2026, at 08:44, Auguste Miller [redacted] wrote:
>
> Dear Metro Board,
>
> Item 11: Yes, approve LPA route, re: *2025-0818 CONSIDER: A. APPROVING the Board selected Locally Preferred Alternative (LPA)*
> Item 11.1: No, do not approve a Hawthorne last minute change by Holly Mitchell...
>
> Do the right thing, listen to the experts (your own Metro experts!)... Use the existing right of way.
> Build light rail in our lifetimes.
>
> Otherwise we need to replace the Metro board with actual leaders, who implement a true vision that benefits wider society.
> Cars ruin cities, build proper transit alternatives now.
>
> Best regards,

Auguste
[redacted]

From: Matthew Monson
To: Board Clerk
Subject: (EXTERNAL) Public Comment: 1/22/26 Regular Board Meeting, Agenda Items 11 & 11.1
Date: Saturday, January 17, 2026 1:34:54 PM

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Dear Metro Board Members,

My name is Matt Monson, and I'm a West Side resident. I'm writing to urge that the Locally-Preferred Alternative to use the existing Metro right of way for the K Line Extension to Torrance be approved, and that the motion to abandon this plan for the much-worse option along Hawthorne Boulevard be rejected. There are many reasons why the Hawthorne option would be a change for the worse -- including a huge cost increase, years of delays, extra property takings, worse service, and the list goes on -- but on top of all that, it would continue the self-destructive pattern of torpedoing vital regional-scale improvements to mollify the few.

You can never make a choice that will be perfect for everyone. Nevertheless, there is a clear sensible answer here, and I implore you to proceed with it.

Thank you,
Matt Monson

From:	Michael Stephen Shetty
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.mata@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.yaroslavsky@lacity.org; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; Sbjusticealliance@gmail.com
Subject:	(EXTERNAL) PLEASE READ: ITEM 11.1 SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance
Date:	Wednesday, January 21, 2026 1:58:02 PM

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Dear Honorable Metro Board,

I live in North Redondo Beach. Very close to the proposed C/K Line Extension. I am writing to express my SUPPORT for Supervisor Mitchell's motion to place the C/K Line Extension to Torrance on HAWTHORNE BOULEVARD.

As a local resident, I am deeply concerned about the proposed Right-of-Way (ROW) alignment. Metro's own analysis indicates that over 1,100 homes would face "significant and unavoidable" impacts, including my home. North Redondo and Lawndale are working-class communities, and it is unfair to burden a neighborhood already identified as "disadvantaged" with 10 years of toxic dust and construction trenching. Furthermore, our neighborhood is one of the most park-poor areas in the South Bay; we simply cannot afford to lose the mature trees and green space that the ROW would destroy.

In contrast, the Hawthorne Boulevard alignment makes sense for the future of our region:

Transit belongs on commercial corridors: By running along Hawthorne, the line will support over 350 businesses and 170 commercial properties, strengthening our local economy without disrupting quiet residential streets.

I urge you to listen to the residents and the cities of Lawndale and North Redondo Beach by choosing the Hawthorne Boulevard alignment. It is the safer, more connected, and more equitable choice for our community.

Michael Shetty
[redacted]

From: Wesley Reutimann
To: Board Clerk
Subject: (EXTERNAL) Please OPPOSE Items 11.1 and 33, SUPPORT Items 10 and 11
Date: Tuesday, January 20, 2026 6:58:53 PM

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Dear Board Members,

As an almost lifelong County resident who has waited too long for frequent, reliable, and convenient public transit in our region, I urge you to:

1. **Please support Item 11** and **oppose Item 11.1**. Metro owns the right-of-way for this project. Anyone who purchased a home adjacent to a rail corridor did so knowing that was a historical and ongoing use.
2. **Please support Item 10**, the Modified Alternative 5 route for the Sepulveda Transit Corridor which will best serve UCLA and other key destinations with frequent, high-quality service.
3. **Please oppose Item 33** - California needs to plan for smart, sustainable growth. Legalizing housing in close proximity to transit is common sense policy that cities around the world have embraced over the past 50+ years. Metro would do well to utilize SB-79 to facilitate more TOD housing around Metro stops.

Thank you,

From:	Diane Parsley
To:	Board Clerk
Cc:	Raylette Felton; Michael Reyes; Peter Kann; Shaundra Burnam; Diane Parsley
Subject:	(EXTERNAL) Metro Board of Directors Meeting 1/22/26, Item 11.1 #2026-0037 - SUPPORT - Metro C Line Extension to Torrance Project - Public Comment from Mayor Robert Pullen-Miles
Date:	Tuesday, January 20, 2026 1:20:34 PM
Attachments:	CC.2026.01.20_Ltr to Metro Board_Mayor Position_Metro C Line Hawthorne Route.pdf

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Honorable Chair Fernando Dutra and Honorable Board of Directors,

Attached please find the **SUPPORT** comment letter from Lawndale Mayor Robert Pullen-Miles regarding **Item 11.1, #2026-0037** on the January 22, 2026 Metro Agenda.

Sincerely,

Diane Parsley, Executive Assistant
for **Robert Pullen-Miles, Mayor**

City of Lawndale

From: Meghan Mather
To: Board Clerk
Subject: (EXTERNAL) Metro Board comments for 1/22/2026 Meeting
Date: Wednesday, January 21, 2026 4:37:11 PM

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Hello Metro Board,

For item # 2025-1062, though I was and still am in favor of Alt 4, if that is not an option I am For the proposal in order to support high quality, high capacity transit between the valley and the Westside.

For item # 2025-0818, I am For it as well in order to further expand transit to the South Bay and set the stage to expand the line to Long Beach.

For item # 2026-0037, I am Against it, as the Hawthorne option will likely come with so many construction difficulties that it will potentially jeopardize the project.

For item # 2025-0985, I am For it, in order to further support the financing of Measure M programs.

For item # 2026-0035 I am For this proposal as well, as reforming the LA Metro Board to better reflect the Counties overall transit needs as opposed to the concerns of a few NIMBY's is a must.

For item # 2025-1028, I am For this proposal as well, in order to ensure Phase 2B2 of the A Line Extension to Montclair is achieved.

For item # 2025-1081, I am For this proposal as it will expand access and public participation in transit governance in critical and necessary ways.

For item # 2025-1033, I am For the proposal in order to ensure a diversity high quality transit information and travel systems for the benefit of riders.

For item # 2025-1053, I am Against the measure, as the measure is a futile attempt at avoiding necessary housing improvement the City's and County desperately need.

Thank you so much,
Oliver Mather

"*Ask not what your country can do for you—ask what you can do for your country.*"
-John F. Kennedy

From: Ryan Japan
To: Board Clerk
Subject: (EXTERNAL) Metro Board comments for 1/22/2026 Meeting
Date: Wednesday, January 21, 2026 4:36:04 PM

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For item # 2025-1053, I am Against the measure, as the measure is a futile attempt at avoiding necessary housing improvement the City's and County desperately need.

Thank you so much.

From:	Luke Smude
To:	Board Clerk
Cc:	Sywak, Andrew
Subject:	(EXTERNAL) January 22, 2026 Board Agenda Item 1 1.1 : C Line Extension to Torrance Project Final EIR Certification : Redondo Beach"s Support for Director Mitchell, Sandoval and Dupont-Walker"s motion selecting the Hawthorne Alignment
Date:	Tuesday, January 20, 2026 8:27:25 PM
Attachments:	image001.png 2026 0120 FINAL Metro C Line Extension Motion Comments001.pdf

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Honorable Board Clerk,
Please find a letter related to January 22, 2026 Board Agenda item 11.1, Board Report 2025-0818. The attached letter comes from the Redondo Beach Mayor and City Council members voting on the issue, opposing the LPA Hybrid ROW option in favor of the Motion submitted by Mitchell, Sandoval, and Dupont-Walker, in File #: 2026-0037 moving that the Board direct the Chief Executive Officer to:
APPROVE the Hawthorne Option, a 4.5-mile light rail line with two (2) stations that extends from the existing Redondo Beach (Marine) Station at its northern terminus along Hawthorne Boulevard before rejoining the Metro Right of Way south of 190th Street to its southern terminus station at the Torrance Transit Center, as the Project (Project);
Please submit and file the letter for the Meeting Record.
If there are any additional steps required, please let me know.
Thank you.

Luke Smude
Assistant to the City Manager
[redacted]
REDONDO BEACH

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From:	Holly Osborne
To:	Board Clerk
Cc:	Holly J Mitchell; Janice Hahn; James Butts; Jacquelyn Dupont-Walker
Subject:	(EXTERNAL) Jan. 22: Support for Item 11.1 C-Line Extension on Hawthorne Blvd,.
Date:	Wednesday, January 21, 2026 4:25:29 PM

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Good morning:

My name is Holly Osborne. I am a retired Engineer, and live in Redondo Beach. I do not live adjacent to the ROW, but I am very near the ROW in Lawndale.

I first became aware of the Metro plans in 2018, and walked over to the ROW. I later made measurements with a yard stick. . I realized that there were a lot of mistakes in Metro's diagrams. Then I looked at where the Metro was planning to go: To a **cemetery**, on the ROW route, or to a **Mall** on the Hawthorne route. It was obvious to me that the Hawthorne route would have more passengers!

Choose the Hawthorne route!

.

From:	Holly Osborne
To:	Board Clerk
Cc:	Fernando Dutra
Subject:	(EXTERNAL) Jan 22, Agenda item 11.1, Hawthorne Blvd option, FOR
Date:	Tuesday, January 20, 2026 8:15:09 AM

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Good morning

Holly Osborne, Redondo Beach, retired engineer

First, thank you, thank you to the three directors, Mitchell, Dupont-Walker and Sandoval for putting the Hawthorne Option on the Agenda. To me, it is significant that two of you have actually seen the ROW! I think more directors would unequivocally be "No on ROW", and **for** the Hawthorne Blvd option if they had seen the ROW. *(See picture, below.*)

The FEIR (*page 5,5-16*) states the "existing visual quality is rated low." Metro is blind. They are also denigrating the ROW community.

Please choose the Hawthorne Option for the LRT.

Future generations will thank you.

ROW in Lawndale

From:	Ruby
To:	Board Clerk; Supervisor Holly Mitchell; Jackie Dupont-Walker; James Butts; dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.s@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; FourthDistrict@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.yaroslavsky@lacity.org; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Sbjusticealliance@gmail.com; zo@redondobeach.org
Subject:	(EXTERNAL) Jan 22 Meeting: Items 11 & 11.1
Date:	Tuesday, January 20, 2026 4:04:18 PM

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Dear Metro Board Members,

I am writing in advance of the Board's Thursday, January 22 consideration of Items 11 and 11.1.

If this Board certifies the Hybrid ROW alignment, it places itself, starting today and well into the future, in a position of deep public distrust, heightened regulatory scrutiny, and escalating legal, operational, and financial exposure. These risks are not theoretical. They flow directly from choosing a higher-impact alignment when a demonstrably safer, lower-risk, and publicly supported alternative exists.

At least three municipalities and their residents have formally urged selection of the Hawthorne Boulevard alignment. A fourth now joins that majority, based on clear, documented safety, environmental, operational, and community reasons. All of these positions were developed without the use of privately funded public relations campaigns or paid messaging. They reflect genuine community analysis and public-interest judgment, not manufactured outreach.

Importantly, the Mitchell-Sandoval-Dupont Walker motion recognizes the practical advantages of the Hawthorne Boulevard alignment, including stronger access to existing businesses, retail corridors, and regional destinations, as well as compatibility with planned growth such as the more than 600 housing units proposed within the South Bay Galleria improvement plans. These are concrete land use and mobility benefits that support ridership, economic vitality, and long-term system value.

The human dimension of this decision cannot be minimized. The fear and housing insecurity associated with displacing even a single residential family matters, especially in today's severe housing shortage. For many residents, relocation does not mean simply finding another equivalent home. It often means losing an affordable, stable sanctuary that cannot realistically be replaced in the current market, even with assistance. The resulting long-term health consequences, loss of stability, erosion of community ties, and degradation of overall quality of life carry lasting social and human costs.

At the first re-established C-Line community meeting, following a period in which the project had been effectively dormant, a resident suffered a medical emergency. That moment underscored the real and immediate stress this process has placed on people's health and well-being.

Many individuals continue to live with ongoing fear related to displacement, safety, and long-term stability, while also confronting the significant and unavoidable impacts identified in the environmental reports. Importantly, these impacts are in fact avoidable through selection of a lower-risk alignment. These impacts are not abstract. They are already occurring.

While acquisition of commercial or industrial properties may be mitigated through established business relocation and startup assistance programs, residential displacement is fundamentally different. Homes are not interchangeable assets. Families do not simply relocate a sanctuary, social fabric, affordability, and stability in the same way a business relocates operations. Treating these impacts as comparable understates the human cost.

Beyond displacement and stress, the Hybrid ROW introduces avoidable safety and infrastructure risk. The corridor contains active pipeline infrastructure that requires long-term integrity protection, coordination, and ongoing monitoring. Any relocation, reinforcement, padding, or protective measures still intersect with subsurface conditions that have not yet been fully characterized for long-term soil integrity and cumulative disturbance risk.

The Torrance Refinery has indicated that continuous jet fuel distribution to Los Angeles International Airport cannot be halted. Any disruption, sequencing conflict, or integrity issue therefore carries implications that extend far beyond the immediate corridor, affecting regional transportation reliability and broader economic activity tied to LAX operations. These risks are not confined to a single neighborhood; they scale regionally and nationally.

An elementary school and a high school in Lawndale are located approximately one block from the corridor. These sensitive receptors were not meaningfully addressed in portions of the project's analysis, despite their obvious relevance to safety, exposure, and community protection. Overlooking nearby schools in proximity to expanded rail and freight activity elevates both public concern and regulatory vulnerability.

In addition, the Hybrid ROW materially increases long-term liability, insurance exposure, and

institutional risk. Co-locating commuter rail with hazardous freight operations, pipeline infrastructure, dense residential receptors, and nearby schools increases the probability of injury related to health impacts, property damage, and cascading claims over the life of the system are a mere few mentioned. These risks persist for decades across operations, maintenance, emergency response, and unforeseen incidents.

Emergency access considerations here are not about routine daily service disruptions or minor incidents. Considerations of catastrophic and multi-system scenarios such as derailments, pipeline integrity failures, hazardous material releases, and compounded infrastructure events requiring rapid multi-agency access, evacuation coordination, and sustained incident command under constrained physical conditions.

While operational plans contemplate spatial and temporal separation between freight and commuter activity, real-world emergency conditions inevitably create circumstances where freight movement and commuter operations overlap or converge during incidents, recovery operations, or service restoration. This co-presence cannot be fully eliminated in practice and increases both complexity and consequence severity.

From an institutional perspective, these conditions translate directly into higher long-term insurance premiums, underwriting scrutiny, claims exposure, litigation risk, and reputational vulnerability. These liabilities become embedded in Metro's operating risk profile and compound over time.

Analytical Integrity and Independent Review

Beyond physical risk, the integrity of the underlying technical record itself warrants independent scrutiny. While staff and consultants have invested significant effort over many years, the Board ultimately bears responsibility for whether the analysis supporting certification is accurate, unbiased, and internally consistent.

Residents and independent professionals have identified material discrepancies in portions of the technical work. For example, in one instance, noise monitoring locations were documented as being positioned significantly different from the stated locations, including variances on the order of approximately ninety feet in one case and forty feet in another. These are not isolated issues; there are numerous additional discrepancies that cannot reasonably be cataloged within a single email and warrant independent verification. Measurement accuracy matters because these inputs directly affect modeled impact conclusions..

In addition, retired engineer Dr. Holly Osborne and retired aerospace engineer Ray Holler have raised multiple concerns regarding mathematical assumptions, engineering measurements, and analytical methodology within portions of the project materials. These are not casual critiques; they come from individuals with deep technical training who are accustomed to

precision, validation, and error checking.

When technical inputs contain unresolved discrepancies or unverified assumptions, the resulting conclusions inherit that uncertainty. Without an independent, neutral review lens, the Board risks certifying a record that embeds avoidable analytical weakness.

Regulatory Implication: Certification based on disputed measurements or unresolved technical discrepancies materially increases vulnerability to regulatory challenge, audit scrutiny, post-certification credibility risk, and future exposure related to the reliability of engineering analyses, benefit calculations, forecasting assumptions, and the defensibility of projected performance outcomes.

Major capital agencies succeed when project decisions align with long-term fiscal sustainability, operational reliability, environmental responsibility, and public trust. When those pillars diverge, agencies inherit avoidable downstream risk: regulatory challenges, funding uncertainty, community opposition, and erosion of institutional credibility. These are precisely the risks this Board has consistently stated it seeks to avoid across all capital programs.

The Hawthorne Boulevard alignment offers a clear and responsible path that reduces exposure across all of these dimensions. It improves access to existing commercial centers and planned housing growth, avoids placing new rail infrastructure in immediate proximity to sensitive residential receptors, schools, hazardous freight activity, and pipeline infrastructure, minimizes displacement pressure and long-term community harm, and provides a more stable platform for delivery, funding confidence, operational resilience, and public acceptance. It is the alignment that demonstrably reduces risk while delivering greater public benefit.

This decision ultimately calls for setting aside any agendas, momentum, or external pressures and exercising the duty this Board was entrusted to uphold: protecting public safety, preserving community stability, maintaining fiscal discipline, and safeguarding institutional integrity. The Board's role is to choose the alignment that best serves the public interest, not the path of least resistance.

I respectfully urge the Board to advance the Hawthorne Boulevard alignment and to choose the option that reduces harm, protects residents, strengthens public trust, and positions Metro for durable long-term success.

I also want to acknowledge and thank Board Members Mitchell, Sandoval, Dupont-Walker, and Butts for their leadership, careful consideration, and willingness to engage thoughtfully on the merits and risks associated with the alignment decision.

Summary of Key Risk Considerations for Board Review

- **Residential Displacement & Quality of Life:** Irreplaceable loss of stable homes during a severe housing shortage, long-term health stress impacts, and avoidable degradation of community stability.

- **Sensitive Receptors:** Elementary and high school located approximately one block from the corridor were not meaningfully addressed in portions of the analysis.

- **Pipeline Integrity, Soil Uncertainty & Fuel Continuity:** Active pipeline infrastructure intersects with unresolved subsurface conditions. Torrance Refinery has indicated jet fuel distribution to LAX cannot be halted, scaling risk beyond the immediate corridor.

- **Liability, Health Risk Probability & Insurance Exposure:** Increased probability of injury, health impacts, property damage, long-tail claims, higher insurance premiums, underwriting scrutiny, and embedded institutional risk over decades of operation.

- **Catastrophic Emergency Response Constraints:** Emergency access concerns involve multi-system incident scenarios, not routine service disruptions, requiring complex multi-agency coordination under constrained physical conditions.

- **Unavoidable Freight–Commuter Co-Presence in Emergencies:** Operational separation cannot fully eliminate overlap during incidents, recovery, or service restoration, increasing consequence severity.

- **Analytical Integrity & Independent Review:** Documented discrepancies in measurement accuracy and engineering assumptions identified by qualified professionals raise record defensibility concerns.

- **Governance & Regulatory Exposure:** Elevated vulnerability to regulatory scrutiny, audit review, post-certification challenge, future engineering reliability concerns, benefit modeling defensibility, and institutional credibility risk.

Thank you for your consideration.

Respectfully,

Karen Ruby
Lawndale Stakeholder, Business Owner, Four-Generation Resident
Granddaughter, Daughter, Mother, and Grandmother
Member, South Bay Environmental Justice Alliance

From: Sheri B
To: Board Clerk
Subject: (EXTERNAL) item11, oppose ROW hybrid, for 11.1 Hawthorne Blvd alignment
Date: Wednesday, January 21, 2026 12:51:01 PM

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My name is Sheri Benator and I live in Redondo Beach. I oppose the ROW hybrid and support 11.1 the Hawthorne Blvd alignment for several reasons. These include that it has less negative impacts on the neighborhood and that it is likely to help businesses on Hawthorne.

From:	North Redondo Beach Business Association (NRBBA)
To:	Board Clerk
Cc:	james.light@redondo.org; zein.obagi@redondo.org; paige.kaluderovic@redondo.org; jwaldron@bos.lacounty.gov; North Redondo Beach Business Association (NRBBA); santos@redondochamber.org
Subject:	(EXTERNAL) Item 11:1 - C Line Extension to Torrance Project - Support for Hawthorne Boulevard Alignment
Date:	Tuesday, January 20, 2026 4:31:51 PM

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Honorable Chair Dutra

Metro Board Members

Los Angeles County Metropolitan Transportation Authority

One Gateway Plaza

Los Angeles, CA 90012

Via Electronic Mail: BoardClerk@metro.net

Re: C Line Extension to Torrance Project – Support for the Hawthorne Boulevard Alignment

Dear Chair Dutra and Honorable Board Members,

On behalf of the North Redondo Beach Business Association, we respectfully submit this letter in support of the **Hawthorne Boulevard alignment** for the C Line Extension to Torrance Project.

NRBBA represents local businesses and neighborhood stakeholders throughout North Redondo Beach. After reviewing the alternatives evaluated in the Final EIR, a majority of the NRBBA Board supports the Hawthorne Boulevard option as the most business and resident-friendly alignment while still advancing regional transit goals.

The Hawthorne Boulevard alignment concentrates transit infrastructure along an established commercial corridor, preserving residential neighborhood cohesion and minimizing direct impacts to homes. This approach enhances transit visibility and accessibility, supports local economic activity, and allows for more effective coordination of traffic management, construction mitigation, and business-support strategies during implementation.

NRBBA aligns with the City of Redondo Beach and County Supervisor Holly J. Mitchell in supporting the Hawthorne Boulevard alignment as the option that best balances mobility, equity, economic vitality, and community quality of life.

While recognizing that large infrastructure projects involve tradeoffs and that our Board's position reflects a majority rather than unanimous view, we believe the Hawthorne Boulevard alignment represents the most practical and community-compatible path forward.

Thank you for your consideration and continued engagement with South Bay communities.

Sincerely,

North Redondo Beach Business Association

By the NRBBA Board of Directors

www.nrbba.org

From:	Jennifer L. Dodge
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.mata@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.yaroslavsky@lacity.org; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; South Bay Environmental Justice Alliance
Subject:	(EXTERNAL) ITEM 11.1: SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance
Date:	Wednesday, January 21, 2026 2:13:16 PM

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My name is Jennifer Dodge and I am a stakeholder who lives along the ROW in Redondo Beach.

I am in support of the motion to put the C/K Line Extension to Torrance on Hawthorne Boulevard, NOT the hybrid ROW.

The Final EIR should not be certified because it does not show the true cost of the project by including the removal and relocation of the 7 gas pipelines underneath the ROW. Further, the ROW is simply not wide enough to accommodate a freight train and two light rail tracks. Significant and unavoidable impacts that will be permanent are set forth as well that will affect hundreds of homeowners along the ROW.

Community support is behind Hawthorne, NOT the hybrid ROW. Metro polls showing otherwise are skewed and were based on faulty premises.

Metro's own studies show that Hawthorne will have a 35% higher ridership because it will be located in a commercial corridor and exactly where the old Red Car used to run.

This is a generational decision. Please do the right thing and extend the line down Hawthorne Boulevard.

Thank you.

Jennifer Dodge

From:	Jennifer L. Dodge
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.mata@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.yaroslavsky@lacity.org; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; South Bay Environmental Justice Alliance
Subject:	(EXTERNAL) ITEM 11.1: SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance
Date:	Wednesday, January 21, 2026 2:06:36 PM

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My name is Jennifer Dodge and I am a stakeholder who lives along the ROW in Redondo Beach.

I am in support of the motion to put the C/K Line Extension to Torrance on Hawthorne Boulevard, NOT the hybrid ROW.

The Final EIR should not be certified because it does not show the true cost of the project by including the removal and relocation of the 7 gas pipelines underneath the ROW. Further, the ROW is simply not wide enough to accommodate a freight train and two light rail tracks. Significant and unavoidable impacts that will be permanent are also identified.

Community support is behind Hawthorne, NOT the hybrid ROW. Metro polls showing otherwise are skewed and were based on faulty premises.

Metro's own studies show that Hawthorne will have a 35% higher ridership because it will be located in a commercial corridor and exactly where the old Red Car used to run.

This is a generational decision. Please do the right thing and extend the line down Hawthorne Boulevard.

Thank you.

Jennifer Dodge

[redacted]

From:	M K
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.mata@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.yaroslavsky@lacity.org; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; Sbjusticealliance@gmail.com
Subject:	(EXTERNAL) ITEM 11.1 SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance
Date:	Wednesday, January 21, 2026 4:57:50 PM
Attachments:	Support Hawthorne Blvd Izhaac Kim.pdf

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Dear Honorable Metro Board,

I hope this message finds you well.

Please attached a letter of SUPPORT for Supervisor Mitchell's motion to place the C/K Line Extension to Torrance on HAWTHORNE BOULEVARD., from my 9 year old son.

Best regards,

Nassima D.

Nassima Daroui
[redacted]

From:	phillip Preciado
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.s@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; sbjusticealliance@gmail.com
Subject:	(EXTERNAL) ITEM 11.1 SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance
Date:	Wednesday, January 21, 2026 1:46:41 PM

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Dear Honorable Metro Board,

I am writing to express my SUPPORT for Supervisor Mitchell's motion to place the C/K Line Extension to Torrance on HAWTHORNE BOULEVARD.

Thanks,
Phillip Preciado

From:	George Guerrero
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.mata@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; Jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.yaroslavsky@lacity.org; councilmember.padilla@lacity.org; kristen.pawling@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; tim.sandoval@pomonaca.gov; Board Clerk; Sbjusticealliance@gmail.com
Subject:	(EXTERNAL) ITEM 11.1 SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance
Date:	Wednesday, January 21, 2026 1:49:26 PM

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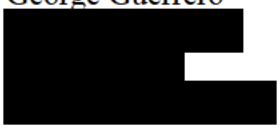
My name is George Guerrero and I live in Redondo Beach. I am in support of the motion to put the C/K Line Extension to Torrance on Hawthorne Boulevard.

This was supposed to be my retirement forever home. But the risk associated with construction and issues associated with hundreds of trains, passing by my home 24/7 would make it impossible to live there. There would be no quality of life. And I would be irrevocably damaged by the proposed train.

Please consider the other option of running it through the businesses.

I really appreciate you considering this. And how impactful it is to the residents.

George Guerrero



From:	Marcelo Hernandez
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.s@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.padilla@lacity.org; kristen.pawling@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; South Bay Environmental Justice Alliance
Subject:	(EXTERNAL) ITEM 11.1 SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance -- be like Whittier!
Date:	Wednesday, January 21, 2026 1:51:56 PM

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Dear Honorable Metro Board,

I am writing to express my SUPPORT for Supervisor Mitchell's motion to place the C/K Line Extension to Torrance on HAWTHORNE BOULEVARD.

Please don't be short-sighted, think of future generations and what preserving the green space would do for the city of Lawndale and surrounding communities. One day there will be no need for the cargo trains and at that point the green space can be converted to useable trails for all. Look at the great success the City of Whittier had with turning their old rail tracks into the Greenway Trail.
https://www.whittierprcs.org/parks-center/greenway-trail
If Metro runs their trains down those tracks, that green space will be lost forever.

Your grandchildren and great grandchildren will thank you for preserving the green space.

Marcelo

From:	Zach Fox
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.mata@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.yaroslavsky@lacity.org; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; Sbjusticealliance@gmail.com
Subject:	(EXTERNAL) ITEM 11.1 SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance
Date:	Wednesday, January 21, 2026 1:59:09 PM

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Dear Metro Board,

My name is Zach and I am a North Redondo resident. I am writing to express my SUPPORT for Supervisor Mitchell's motion to place the C/K Line Extension to Torrance on HAWTHORNE BOULEVARD.

I support the Hawthorne Boulevard Alignment because it builds transit that I and others will actually use—faster to construct, better connected, safer for residents, and designed to serve riders and communities for the long term.

Hawthorne would generate more trips and delivers a lower cost-per-trip. Metro's own analysis shows the alignment delivers higher ridership potential and provides benefits that outweigh costs.

It is unfair that the most severe impacts of this project will be forced upon a diverse, working-class neighborhood identified as "disadvantaged" in the most-recent census.

Please do the right thing and vote to APPROVE the HAWTHORNE option.

Thanks,
Zach

From:	Glen Brackenridge
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.mata@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; Councilmember Fernando Dutra; James Butts; Supervisor Janice Hahn (Fourth District); Supervisor Holly Mitchell; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; Supervisor Hilda Solis; Barger, Kathryn; Ara Najarian; councilmember.yaroslavsky@lacity.org; councilmember.padilla@lacity.org; kristen.pawling@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; South Bay Environmental Justice Alliance
Subject:	(EXTERNAL) ITEM 11.1 SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance
Date:	Wednesday, January 21, 2026 2:05:33 PM

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Metro Board Members & Staff,

My name is Glen Brackenridge, and as a homeowner in Lawndale whose property lies along the ROW, I am in full SUPPORT for the Hawthorne Blvd alignment for the C/K Line Extension to Torrance.

Almost 10 years ago I founded an organization called Right of Say to help the community advocate for the Hawthrone alignment. From the very beginning, our slogan was always: "No on ROW, YES ON HAWTHORNE". I bring that up to show that we have always been transit advocates, but as I've said in every speech since then, we are for transit – but we want it to be smart transit. We only get one chance to do this right, and Hawthrone Blvd is clearly the smarter, healthier, and more just option of where to put the train.

To review the benefits of Hawthorne: it increases ridership by at least 35%, putting more riders on the train and less cars on the road; it increases business activity as there would be more foot traffic for the businesses on Hawthorne and a stop at the Galleria; it keeps the toxic chemicals currently buried on the ROW from being destabilized and airborne thereby increasing the health of residents; it does not need for the city to take any homeowner's property away as there are no homes on the Hawthorne commercial corridor; it keeps Lawndale's much-needed greenspace of trees for shade and pollution absorption; it avoids the moving of any chemical or jet fuel pipes, at least 6 of which are on the ROW; it will not interfere with traffic as it will run elevated along a center median in Hawthorne designed for the Pacific Rail; and most importantly it will be cheaper in the long run as there will be no costly time consuming lawsuits from Lawndale, Redondo Beach, and citizen groups because we are all advocating FOR HAWTHORNE.

So the Hawthorne Blvd alignment is pro-business, pro-environment, pro-ridership, pro-community, and ultimately pro-transit.

This is a rare opportunity for the Metro Board to choose something that everyone will be happy with: all those opposed to the ROW will be ecstatic for the Board to choose Hawthorne AND all those transit advocates on the other side will STILL GET A TRANSIT TRAIN! So by choosing Hawthorne, everyone can get what they want. And by choosing the Hawthorne Blvd alignment, the Metro Board will prove that ALL the residents of the South Bay are pro-transit.

Thank you for your time, and I look forward to your vote tomorrow in Support of Hawthorne.

Glen Brackenridge

From:	Erik Orre
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.s@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.padilla@lacity.org; kristen.pawling@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; sbjusticealliance@gmail.com
Subject:	(EXTERNAL) ITEM 11.1 SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance - SHORTEST LOGICAL SUMMARY
Date:	Wednesday, January 21, 2026 2:07:58 PM
Importance:	High

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Dear Honorable Metro Board,

- Expediency & lowest price are always the worst metrics to use when choosing a project whether personal or public
- Light rail down Hawthorne Blvd provides ease of access by both customers & employees to both sides of Hawthorne Blvd
- Proven testimonials: Major city centres around the world have light rail going down middle of major street

We need long term planning, not short term thinking.

Thank you,

Erik Orre

[redacted]

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From:	Joan Brown
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.s@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; sbjusticealliance@gmail.com
Subject:	(EXTERNAL) ITEM 11.1 SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance
Date:	Wednesday, January 21, 2026 2:08:24 PM

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Dear Honorable Metro Board,

I am writing to express my SUPPORT for Supervisor Mitchell's motion to place the C/K Line Extension to Torrance on HAWTHORNE BOULEVARD.

Sent from my iPhone

From:	Jose Tlaxca
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.mata@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.yaroslavsky@lacity.org; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; Sbjusticealliance@gmail.com
Subject:	(EXTERNAL) ITEM 11.1 SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance
Date:	Wednesday, January 21, 2026 2:12:11 PM

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Dear Honorable Metro Board,

I am writing to express my SUPPORT for Supervisor Mitchell's motion to place the C/K Line Extension to Torrance on HAWTHORNE BOULEVARD.

From:	Scott St. John
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.mata@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.yaroslavsky@lacity.org; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; Sbjusticealliance@gmail.com
Subject:	(EXTERNAL) ITEM 11.1 SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance
Date:	Wednesday, January 21, 2026 2:17:13 PM

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Dear Honorable Metro Board,

As a Fourth Generation Family-Owned business operating in Lawndale since the 1950's.

I am writing to express my SUPPORT for Supervisor Mitchell's motion to place the C/K Line Extension to Torrance on HAWTHORNE BOULEVARD.

Best regards,

Scott St John
Vice President
Westwood Building Materials
[redacted]

Sent by Outlook for iOS

From:	Albert S
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.mata@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.yaroslavsky@lacity.org; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; Sbjusticealliance@gmail.com
Subject:	(EXTERNAL) ITEM 11.1 SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance
Date:	Wednesday, January 21, 2026 2:17:25 PM

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Dear Honorable Metro Board,

I am writing to express my SUPPORT for Supervisor Mitchell's motion to place the C/K Line Extension to Torrance on HAWTHORNE BOULEVARD.

My name is Albert D. Shin and I live at 2305 Pullman Ln, Unit B, in Redondo Beach, California.

I believe it makes sense for the short term and long-term to place the C/K Line extension to Torrance on Hawthorne Blvd. There would be short-term construction impacts over the next several years to residential neighborhoods of the extension line was placed on the ROW area, and long-term noise issues and would lower the value of residential neighborhoods along the ROW area.

Although slightly more expensive, it makes sense to place the C/K Line extension to Torrance on Hawthorne Blvd. based on short-term and long-term reasonable factors. This C/K Line extension on a busy commercial street would make more sense and would also help invigorate the commercial business corridor there.

In addition, the placement of the new Redondo Beach station terminal on the other side of the South Bay Galleria mall and near commercial areas makes much more sense, rather than closer to residences on the ROW area.

Best Regards,

Albert D. Shin

From:	Cara Smith
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.mata@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.yaroslavsky@lacity.org; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; Sbjusticealliance@gmail.com
Subject:	(EXTERNAL) ITEM 11.1 SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance
Date:	Wednesday, January 21, 2026 2:18:02 PM

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Dear Honorable Metro Board,

I am writing to express my SUPPORT for Supervisor Mitchell's motion to place the C/K Line Extension to Torrance on HAWTHORNE BOULEVARD.

Thank You,
Cara Smith
Redondo Beach Resident

From: Trae Jennette
To: dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.mata@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.yaroslavsky@lacity.org; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; Sbjusticealliance@gmail.com
Subject: (EXTERNAL) ITEM 11.1 SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance
Date: Wednesday, January 21, 2026 2:18:51 PM

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Honorable Board of Directors,

I am writing to formally oppose the certification of the Final EIR for the C Line Extension (Hybrid Alternative). I am the homeowner at **4624 W 160th St**, directly abutting the proposed right-of-way.

My request for property acquisition has been rejected, forcing my family to remain in a home that this project will render unsafe and practically uninhabitable. I urge you to vote **NO** based on the following unmitigated impacts:

1. Critical Safety Hazards for My Young Family My wife and I have a two-year-old daughter. The proposed construction will place heavy industrial machinery, excavation equipment, and hazardous dust directly adjacent to her bedroom and play area. It is impossible to guarantee the safety of a toddler living feet away from a major multi-year infrastructure project. The inevitable air quality issues and construction hazards pose an unacceptable risk to her development and health.

2. Permanent Noise and Vibration Beyond the construction phase, the operational reality of trains passing every few minutes will destroy the quiet enjoyment of our home. The vibration and noise levels documented in the EIR do not account for the human toll of interrupted sleep and the inability to use our outdoor space.

3. Loss of Property Rights and Development Potential This project effectively freezes the utility of my land. The proximity of the line imposes severe limitations on my ability to develop my parcel, including restrictions on future renovations or the addition of an Accessory Dwelling Unit (ADU) to accommodate our growing family. You are stripping away the value and potential of my property without offering compensation or a way out.

4. Irreparable Reduction in Quality of Life This project transforms a quiet residential sanctuary into an industrial corridor. By voting yes, you are prioritizing the project timeline over the safety and well-being of existing residents. We are being asked to bear a

disproportionate burden for a regional benefit, with no path to relocate.

I ask you to reject the Hybrid Alternative until a solution is provided that guarantees the safety of my family or offers fair acquisition of my property.

Sincerely,

Trae Jennette

[redacted]

From:	A
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.s@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; sbjusticealliance@gmail.com
Subject:	(EXTERNAL) ITEM 11.1 SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance
Date:	Wednesday, January 21, 2026 2:25:38 PM

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Dear Honorable Metro Board,

Please use Hawthorne!

I am writing to express my SUPPORT for Supervisor Mitchell's motion to place the C/K Line Extension to Torrance on HAWTHORNE BOULEVARD.

(_/)
(-.•) Annette Drew Owens
/> [redacted]
"I am deliberate and afraid of nothing."
— Audre Lorde

From:	Dave Zappacosta
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.s@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; sbjusticealliance@gmail.com
Subject:	(EXTERNAL) ITEM 11.1 SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance
Date:	Wednesday, January 21, 2026 2:28:49 PM

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Dear Honorable Metro Board,

I am writing to express my SUPPORT for Supervisor Mitchell's motion to place the C/K Line Extension to Torrance on HAWTHORNE BOULEVARD.

Thank you,
David Zappacosta
Breakwater Village HOA
Redondo Beach.

Sent from my iPhone

From:	Annaroza Kozhemyako
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.mata@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.yaroslavsky@lacity.org; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; Sbjusticealliance@gmail.com
Subject:	(EXTERNAL) ITEM 11.1 SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance
Date:	Wednesday, January 21, 2026 2:30:05 PM

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Dear Honorable Metro Board,

I am writing to express my SUPPORT for Supervisor Mitchell's motion to place the C/K Line Extension to Torrance on HAWTHORNE BOULEVARD.

My name is Annaroza. My husband and I moved to Lawndale and bought house 4722 W 167 St almost four years ago. We plan to stay in this safe and quiet neighborhood and raise our son here. That's why we don't want any construction in our beautiful park with its lush green grass. It's the only nature we have in our neighborhood. We don't support this construction; we want to save these trees so we can walk our dog and child here. Don't ruin our neighborhood with this metro line. We never use the metro and don't need it here.

From:	Betsy Jennings
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.mata@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.yaroslavsky@lacity.org; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; Sbjusticealliance@gmail.com
Subject:	(EXTERNAL) ITEM 11.1 SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance
Date:	Wednesday, January 21, 2026 2:34:08 PM

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Dear Honorable Metro Board,

I am writing to express my SUPPORT for Supervisor Mitchell's motion to place the C/K Line Extension to Torrance on HAWTHORNE BOULEVARD.

We are so close to the tracks it will literally be in our backyard.
Thank you.

Mary Jennings
[redacted]

From: [redacted]
To: dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.mata@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.yaroslavsky@lacity.org; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; Sbjusticealliance@gmail.com
Subject: (EXTERNAL) ITEM 11.1 SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance
Date: Wednesday, January 21, 2026 2:34:53 PM

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Dear Honorable Metro Board,

I am writing to express my SUPPORT for Supervisor Mitchell's motion to place the C/K Line Extension to Torrance on HAWTHORNE BOULEVARD.

Sent from my iPhone
Dena O'Connor

From:	Monika Olmos
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.s@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; sbjusticealliance@gmail.com
Subject:	(EXTERNAL) ITEM 11.1 SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance
Date:	Wednesday, January 21, 2026 2:41:08 PM

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Dear Honorable Metro Board,

I am writing to express my SUPPORT for Supervisor Mitchell's motion to place the C/K Line Extension to Torrance on HAWTHORNE BOULEVARD.
Thank You
Monika Olmos Redondo Beach Resident

From:	Joan Brown
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.mata@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.yaroslavsky@lacity.org; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; Sbjusticealliance@gmail.com
Subject:	(EXTERNAL) ITEM 11.1 SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance
Date:	Wednesday, January 21, 2026 2:44:19 PM

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Dear Honorable Metro Board,

I am writing to express my SUPPORT for Supervisor Mitchell's motion to place the C/K Line Extension to Torrance on HAWTHORNE BOULEVARD.

Sent from my iPhone

From: [redacted]
To: dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.mata@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.yaroslavsky@lacity.org; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; Sbjusticealliance@gmail.com
Subject: (EXTERNAL) ITEM 11.1 SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance
Date: Wednesday, January 21, 2026 2:46:29 PM

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My name is Doug Eakins and I live in Redondo,and I am in support of the motion to put the C/K Line Extension to Torrance on Hawthorne Boulevard.
I am greatly in favor of the Hawthorne Boulevard Alignment as it will provide easier access to transit for people who will actually use it. Also it be faster to construct, better connected, safer for residents, and designed to serve riders and communities for the long term
Also, it historically rail lines have a long history of contamination beneath the surface. Digging up these contaminants and making them airborne is a huge risk to our neighborhood. Metro has stated that more than 1,100 homes will have to deal with "significant and unavoidable" impacts of the construction period alone. This type of construction is much more adaptable for the commercial road of Hawthorne than the residential row option.
Thank you,
Doug Eakins
Redondo Beach Resident for 20 years

From: [redacted]
To: dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.mata@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.yaroslavsky@lacity.org; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; Sbjusticealliance@gmail.com
Subject: (EXTERNAL) ITEM 11.1 SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance
Date: Wednesday, January 21, 2026 2:48:58 PM

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My name is Diane Lewis and I live in Redondo Beach, and I am in support of the motion to put the C/K Line Extension to Torrance on Hawthorne Boulevard.

I will have to live with 8-10 years of significant construction impacts while trying to get to my Dr appointments, daily shopping, etc. I have breathing issues already. These rail lines have a history of contamination beneath the surface, so digging up these contaminants and making them airborne is a huge risk to me and my neighbors health.

Transit like this belongs on commercial corridors! I support the Hawthorne Boulevard Alignment because it builds transit that I and others would actually use. The Hawthorne Blvd alignment has political support from Lawndale, Redondo Beach, Hermosa Beach, and Hawthorne. Also the Hawthorne alignment is backed by major business interests including the North Redondo Beach Business Association and the current developer of the South Bay Galleria's new housing project. Please consider how badly, if chosen, the ROW will affect the communities it will run through, and choose the Hawthorne alignment for a better quality of life for the residents of the communities affected.

From:	Velia Gomez
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.mata@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.yaroslavsky@lacity.org; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; Sbjusticealliance@gmail.com
Subject:	(EXTERNAL) ITEM 11.1 SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance
Date:	Wednesday, January 21, 2026 2:52:04 PM

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Dear Honorable Metro Board,

I am writing to express my SUPPORT for Supervisor Mitchell's motion to place the C/K Line Extension to Torrance on HAWTHORNE BOULEVARD.

Sent from my iPhone

From:	kelsey kern
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.mata@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.yaroslavsky@lacity.org; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; Sbjusticealliance@gmail.com
Subject:	(EXTERNAL) ITEM 11.1 SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance
Date:	Wednesday, January 21, 2026 2:53:54 PM

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Hello - I'm Kelsey, a Redondo Beach resident reaching out in support of the motion to locate the C/K Line Extension to Torrance on Hawthorne Boulevard.

I am extremely concerned about the environmental and lifestyle impacts of the ROW - toxins close to my home, unknown contaminants below the surface, loss of trees providing oxygen, disrupting green space for families, and of course increased traffic in that area during construction.

Transit makes more sense on active commercial corridors, not in residential areas! Hawthorne Blvd is already a business/commuter corridor and the extension makes much more sense there - for the reasons stated above and for the amount of use the line would get on a commercial corridor!

Thank you for supporting residents in favor of the Hawthorne Blvd solution.

- Kelsey Good

From:	Jonathan Schultz
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.mata@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.yaroslavsky@lacity.org; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; Sbjusticealliance@gmail.com
Subject:	(EXTERNAL) ITEM 11.1 SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance
Date:	Wednesday, January 21, 2026 2:54:27 PM

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Dear Honorable Metro Board,

I am writing to express my SUPPORT for Supervisor Mitchell's motion to place the C/K Line Extension to Torrance on HAWTHORNE BOULEVARD.

Jonathan Schultz

From:	Sara Aguilar
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.mata@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.yaroslavsky@lacity.org; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; Sbjusticealliance@gmail.com
Subject:	(EXTERNAL) ITEM 11.1 SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance
Date:	Wednesday, January 21, 2026 3:03:13 PM

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Dear Honorable Metro Board,

I am writing to express my SUPPORT for Supervisor Mitchell's motion to place the C/K Line Extension to Torrance on HAWTHORNE BOULEVARD. I live in North Redondo Beach, very close to this proposed project. I do not want to live with 8-10 years of construction chaos and toxicity near my home. Historic rail lines have a long history of contamination beneath the surface. Digging up these contaminants and making them airborne is a huge risk to our neighborhood. Further, this project would devastate the existing green space, which is unjust being that this location of the project is in Lawndale, which is the most park-poor city in the entire South Bay.

Moving this project to Hawthorne Blvd. makes much more sense for our community. It will generate more trips and deliver a lower cost-per-trip. Metro's own analysis shows the alignment delivers higher ridership potential and provides benefits that outweigh costs. The Hawthorne Boulevard alignment has broad political support including from the cities of Lawndale, Redondo Beach, Hermosa Beach and Hawthorne. State Senator Laura Richardson and State Assemblymember Tina McKinnor also support Hawthorne Blvd. The Hawthorne alignment is backed by major business interests including the North Redondo Beach Business Association and the current developer of the South Bay Galleria's new housing project.

Thank you for considering my input,
Sara Aguilar

From:	Angie Souza
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.s@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; sbjusticealliance@gmail.com
Subject:	(EXTERNAL) ITEM 11.1 SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance
Date:	Wednesday, January 21, 2026 3:11:22 PM
Importance:	High

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Dear Honorable Metro Board,

I am writing to express my SUPPORT for Supervisor Mitchell's motion to place the C/K Line Extension to Torrance on HAWTHORNE BOULEVARD.

My NAME IS ANGELINE SOUZA
I LIVE AT BREAKWATER VILLAGE ON THE OTHER SIDE OF THE TRAIN TRACKS.

I SUPPORT THE HAWTHORNE BOULEVARD BECAUSE IT WILL BE FASTER TO CONSTRUCT BETTER CONNECTED AND SAFER FOR RESIDENTS AND ONE THAT I WILL USE.

IF ALONG THE ROW I WORRY ABOUT DIGGING UP CONTAMINANTS AND HAVING THEM AIRBORNE AND PRESENTING HEALTH ISSUES FOR ALL OF US.

ANGELINE SOUZA

From:	Ruby Walther
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.mata@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.yaroslavsky@lacity.org; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; Sbjusticealliance@gmail.com
Subject:	(EXTERNAL) ITEM 11.1 SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance
Date:	Wednesday, January 21, 2026 3:28:00 PM

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Dear Honorable Metro Board,

I am writing to express my SUPPORT for Supervisor Mitchell's motion to place the C/K Line Extension to Torrance on HAWTHORNE BOULEVARD.

Sincerely,
Ruby Walther

From:	Georgia Brewer
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.mata@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.yaroslavsky@lacity.org; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; Sbjusticealliance@gmail.com
Subject:	(EXTERNAL) ITEM 11.1 SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance
Date:	Wednesday, January 21, 2026 3:29:30 PM

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Dear Honorable Metro Board,

My name is Georgia Brewer, I live in Sherman Oaks, and I am writing to express my support of the motion to put the C/K Line Extension to Torrance on Hawthorne Boulevard.

I'm a resident of Los Angeles County, and I agree with County Supervisor Holly Mitchell's motion.

I believe transit belongs on active commercial corridors, not in residential areas. And Metro's own analysis shows the alignment delivers higher ridership potential and provides benefits that outweigh costs.

For too long, families have been the losers when major construction projects like this are conceived. It's time to put families first.

Let's do the right thing and run the C/K Line Extension on Hawthorne Blvd.

Thank you.
Best,
Georgia Brewer

From:	Ruby Walther
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.mata@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.yaroslavsky@lacity.org; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; Sbjusticealliance@gmail.com
Subject:	(EXTERNAL) ITEM 11.1 SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance
Date:	Wednesday, January 21, 2026 3:31:02 PM

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Dear Honorable Metro Board,
My name is Ruby Walther and I am writing to express my SUPPORT for Supervisor Mitchell's motion to place the C/K Line Extension to Torrance on HAWTHORNE BOULEVARD.
I do think that the new train should be built in a residential area where we will have to live with construction happening for who knows how long.

Sincerely,
Ruby Walther

From:	Jamison Hughes
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.mata@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.yaroslavsky@lacity.org; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk
Subject:	(EXTERNAL) ITEM 11.1 SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance
Date:	Wednesday, January 21, 2026 3:34:33 PM

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My name is Jamison Hughes, and I live in Lawndale. I am writing in support of the motion to place the C/K Line extension to Torrance on Hawthorne Boulevard.

Across the country, transportation projects have too often been routed through low income communities and communities of color, creating long term disruption while providing limited benefit to the residents most affected. Highways and rail lines have historically divided neighborhoods and placed environmental and health burdens on communities that already face fewer resources.

The proposed ROW alignment risks repeating this pattern. It would concentrate years of construction impacts in a working class residential neighborhood. Metro's own analysis states that more than 1,100 homes would experience significant and unavoidable impacts during an eight to ten year construction period, including prolonged noise, vibration, and exposure to dust from a historic rail corridor.

Lawndale would experience these impacts without receiving a single station or stop. Residents would bear years of disruption without meaningful access to the transit benefits the project is intended to provide.

The Hawthorne Boulevard alignment offers a more fair and practical alternative. Transit belongs on active commercial corridors where it can serve more riders, support local businesses, and minimize harm to residential neighborhoods. Metro's analysis shows the Hawthorne alignment delivers stronger ridership and better value while better aligning with equity and environmental justice goals.

I respectfully urge you to support the Hawthorne Boulevard alignment.

Thank you for your time and consideration.

Sincerely,
Jamison Hughes

From:	Pamela Nathan
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.s@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; sbjusticealliance@gmail.com
Subject:	(EXTERNAL) ITEM 11.1 SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance
Date:	Wednesday, January 21, 2026 3:34:35 PM

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Dear Honorable Metro Board,

I am writing to express my SUPPORT for Supervisor Mitchell's motion to place the C/K Line Extension to Torrance on HAWTHORNE BOULEVARD.

Sent from my iPhone

From:	Blake Jung
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.mata@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.yaroslavsky@lacity.org; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; Sbjusticealliance@gmail.com
Subject:	(EXTERNAL) ITEM 11.1 SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance
Date:	Wednesday, January 21, 2026 3:36:32 PM

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Dear Honorable Metro Board,

I am writing to express my SUPPORT for Supervisor Mitchell's motion to place the C/K Line Extension to Torrance on HAWTHORNE BOULEVARD.

I am resident of Lawndale and I am for public transportation down Hawthorne Boulevard.

Thank you,
Blake

Sent from my iPhone

From:	Blake Jung
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.mata@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.yaroslavsky@lacity.org; councilmember.padilla@lacity.org; kristen.pawling@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; Sbjusticealliance@gmail.com
Subject:	(EXTERNAL) ITEM 11.1 SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance
Date:	Wednesday, January 21, 2026 3:40:08 PM

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My name is Blake. I own my home in Lawndale. I purchased it in 2019. I am in favor of the sea line extension down Hawthorne Boulevard.

It would be detrimental to send the metro extension down the road as the construction cause the gas lines to break and put so many people in danger we need to think of people before anything else and their safety.

Thank you
Blake

From:	john tzortzoudakis
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.mata@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.yaroslavsky@lacity.org; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; Sbjusticealliance@gmail.com
Subject:	(EXTERNAL) ITEM 11.1 SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance
Date:	Wednesday, January 21, 2026 3:41:58 PM

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Dear Honorable Metro Board,

I am writing to express my SUPPORT for Supervisor Mitchell's motion to place the C/K Line Extension to Torrance on HAWTHORNE BOULEVARD.

john

From:	Taylor Guzman
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.mata@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.yaroslavsky@lacity.org; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; Sbjusticealliance@gmail.com
Subject:	(EXTERNAL) ITEM 11.1 SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance
Date:	Wednesday, January 21, 2026 3:46:14 PM

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Dear Honorable Metro Board,

I am writing to express my SUPPORT for Supervisor Mitchell's motion to place the C/K Line Extension to Torrance on HAWTHORNE BOULEVARD.

From:	Colleen Kelly
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.mata@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.yaroslavsky@lacity.org; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; Sbjusticealliance@gmail.com
Subject:	(EXTERNAL) ITEM 11.1 SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance
Date:	Wednesday, January 21, 2026 3:47:37 PM

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Dear LA Metro Board,

My name is Colleen Kelly Brackenridge, and as a resident of Lawndale I am writing in SUPPORT of the motion to place the C/K Line Extension to Torrance on Hawthorne Blvd.

As Lawndale is the most park poor city in all of the South Bay, destroying our one greenspace (the ROW) would be devastating for the community. We count on those trees to provide shade and absorb pollution, we need that open space for our walks and our meet-ups, and we treasure the way it unites rather than divides our neighborhood. Plus, digging up the ROW would only spread the contaminants that are currently thankfully trapped under the soil into our backyards and homes.

Metro admits that using the ROW would unavoidably negatively impact more than 1,110 homes for not only the 8-10 years of construction, but also in perpetuity due to the noise, vibration, and air pollution of commuter trains from 4am-12am every day. Contrast that with the Hawhthorne alignment where no homes are affected, which is an already busy commercial corridor and whose businesses – including the North Redondo Beach Business Association and the South Bay Galleria – are in FAVOR of the train going down Hawthorne, and the choice for Hawthorne seems very clear.

We in Lawndale are in favor of transit connecting us to the rest of the city, but we want a transit that increases ridership and is a net benefit to the community. Hawthorne Blvd will bring in more riders, increase commerce at businesses, improve the environment, and please ALL your constituents. The choice is not between pro and anti-transit. The choice is between destroying a community, or picking an alignment that all of the city councils, the businesses, the citizens, and transit advocates can get behind, which is Hawthorne Blvd.

You have an incredible opportunity in choosing a way forward that rewards everyone on all sides of this issue. Please choose Hawthorne Blvd, please choose the smart transit choice for the South Bay.

Thank you!

Colleen Kelly Brackenridge

From: Stuart Pearson
To: Board Clerk
Subject: (EXTERNAL) ITEM 11.1 SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance
Date: Wednesday, January 21, 2026 3:52:10 PM

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To Whom It Concerns;

My name is Stuart Pearson and I live on 161st Street in Lawndale (half a block from the train track) and I support the motion to put the C/K Line Extension to Torrance on Hawthorne Boulevard.

Forcing the tracks into my neighborhood would cut our street in half (and all the other streets in our neighborhood) and mean somewhere around 8-10 years of construction, trenches, noise and toxic dust roughly 300 feet from my home. We are not renters. We own our home and take each local election very seriously. Two freight trains per day was the agreement, not 10 years of toxic, noisy construction. This would destroy the lives of numerous families and obliterate the property values of all our homes.

The Metro says more than 1100 homes will be impacted if the track is set in our ROW.

This type of traffic and transit would be much better served on commercial land, like Hawthorne Blvd, where there is ample room to build, while giving the local businesses a much-needed boost in retail traffic if stops are built. Over 300 businesses would benefit.

Senator Richardson and State Assembly member Tina McKinnor support building this on Hawthorne Blvd. The Hawthorne alignment is backed by major business interests including the North Redondo Beach Business Association and the current developer of the South Bay Galleria's new housing project. Hawthorne Blvd could utilize this in ways that would be wasted by ramming it through a quiet stretch of over 1100 family houses.

Thank you in advance for voting for Hawthorne Blvd instead of our Right of Way.

Stuart Pearson

From:	Charles Clydsdale
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.mata@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.yaroslavsky@lacity.org; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; Sbjusticealliance@gmail.com
Subject:	(EXTERNAL) ITEM 11.1 SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance
Date:	Wednesday, January 21, 2026 3:52:18 PM

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Dear Board Members,

I strongly oppose the Right-of-Way (ROW) alignment for the C/K Line extension and urge you to support the Hawthorne Boulevard route instead.

The ROW option would permanently damage Lawndale by removing some of the very limited green space our community has left, placing infrastructure directly next to homes, and degrading quality of life for residents who already bear more than their fair share of environmental and infrastructure burdens.

Let's be clear: routing rail through ROW corridors in Lawndale is economically discriminatory. These alignments are repeatedly chosen in lower-income, historically marginalized communities because they are viewed as politically "easier," even when they impose higher noise, safety, pollution, and displacement risks. This pattern has been documented for decades in transportation planning, and Lawndale should not be the next example.

Hawthorne Boulevard is the equitable, modern, and economically sound choice. It serves more riders, supports local businesses, avoids residential intrusion, preserves scarce green space, and treats Lawndale residents with the same respect afforded to wealthier neighborhoods.

Please do not sacrifice our community because it is convenient. Choose the Hawthorne Boulevard alignment.

From:	Ken Vick
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.mata@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.yaroslavsky@lacity.org; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; Sbjusticealliance@gmail.com
Subject:	(EXTERNAL) ITEM 11.1 SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance
Date:	Wednesday, January 21, 2026 3:59:50 PM

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Metro Board,

My name is Ken Vick, I am a resident of Lawndale I am support for Supervisor Mitchell's motion to place the C/K Line Extension to Torrance on HAWTHORNE BOULEVARD.

Hawthorne Blvd once had mass transit and could again. Metros own analysis showed in has higher ridership potential.

And it lacks all common sense to ignore a previous transit corridor to put the line in a residential neighborhood. There's no way it's better to the community to impact thousands of homes and destroy open green space in a diverse, working class neighborhood than to put it along a commercial corridor.

Do the right thing and support Supervisor Mitchell's motion to place the C/K Line Extension to Torrance on HAWTHORNE BOULEVARD

From:	Yumiko Omatsu
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.mata@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.yaroslavsky@lacity.org; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; Sbjusticealliance@gmail.com
Subject:	(EXTERNAL) ITEM 11.1 SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance
Date:	Wednesday, January 21, 2026 4:01:49 PM

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Dear Honorable Metro Board,

I am writing to express my SUPPORT for Supervisor Mitchell's motion to place the C/K Line Extension to Torrance on HAWTHORNE BOULEVARD.

I'm living in Breakwater in Redondo Beach.
My bedroom is facing the railroad.
It's too close to my home.
I can't sleep or live if train runs close to my bedroom .
Yumiko Omatsu

Sent from my iPhone

From: Bernard Fallon
To: Board Clerk
Subject: (EXTERNAL) ITEM 11.1 SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance
Date: Wednesday, January 21, 2026 4:07:50 PM

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Dear Board Clerk,

My name is Bernard Fallon, a resident of Torrance, and I am in support of the motion to put the C/K Line Extension to Torrance on Hawthorne Boulevard. I believe the Hawthorne Blvd route would be the most beneficial for Torrance residents including myself with less impact on neighbors in Redondo Beach and Lawndale.

Sincerely,
Bernard Fallon

From:	MONIKA OLMOS
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.mata@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.yaroslavsky@lacity.org; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; Sbjusticealliance@gmail.com
Subject:	(EXTERNAL) ITEM 11.1 SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance
Date:	Wednesday, January 21, 2026 4:14:02 PM

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Dear Metro Board,

I support Supervisor Mitchell's motion to extend the C/K Line to Torrance on Hawthorne Boulevard. Older rail lines have contaminated soil. Digging up these contaminants poses a risk to me, my family, and neighbors. Our exposure depends on the wind direction during excavation. Please prioritize safety and vote for Hawthorne Blvd for the C/K line extension.

Thanks,
Monika Olmos, Redondo Beach resident.

From:	Rose Rodriguez
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.mata@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.yaroslavsky@lacity.org; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; Sbjusticealliance@gmail.com
Subject:	(EXTERNAL) ITEM 11.1 SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance
Date:	Wednesday, January 21, 2026 4:14:07 PM

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Dear Honorable Metro Board,

I am writing to express my SUPPORT for Supervisor Mitchell's motion to place the C/K Line Extension to Torrance on HAWTHORNE BOULEVARD.
.
Please support Hawthorne and those with limited access to a car.
Good transit expands your world and offers greater opportunities.

Transit cities do not cater to park and ride commuters but to those riders whose lives depend on it.

Please support 11.1 and Hawthorne Option
Greater access and ridership now and especially with future development in a busy corridor. It represents fairness.

Remember Metro Equity Plan highlighting equity equality striving for justice.

The ROW makes a mockery of those words by giving Lawndale zero justice and every adverse consequence. It makes us the doormat for commuters from Torrance, PV, etc.

10,000 + reasons. This is the average number this decade of derailments.

2025 the average number of report to NTSB was 1,300 .
I
Please don't allow Metro to roll the dice on our lives.

Thank you,
Rose Rodriguez,
George Rodriguez
Patrick Rodriguez
Ryan Rodriguez

From:	Jill Love
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.mata@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.yaroslavsky@lacity.org; councilmember.padilla@lacity.org; kristen.pawling@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; Sbjusticealliance@gmail.com
Subject:	(EXTERNAL) ITEM 11.1 SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance
Date:	Wednesday, January 21, 2026 4:15:46 PM

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My name is Jill Love, and I am a homeowner in Redondo Beach along the Right of Way. I enthusiastically support the C-Line extension to Torrance via the Hawthorne Blvd. alignment and urge you to reject the FEIR in tomorrow's meeting.

As a mom of two, small business owner, and a geriatric care manager, I have many concerns about the ROW option, such as:

- **The inability of many of my older adult neighbors to age in place as planned, due to significant and unavoidable impacts to residents living at Breakwater Village or anywhere along the ROW**. As a geriatric care manager, I know that well over 90% of older adults wish to age in place at home compared to moving to assisted living communities, which here in the South Bay cost approximately $8,000-$15,000 (or more) per month. I regularly tour and conduct price comparisons for my clients here in the South Bay, so these are current market rates. In addition to those costs, home values during construction will plummet due to the significant and unavoidable impacts to ROW constituents, so these older adults will be in an even more precarious position when it comes to financing retirement living elsewhere.
- **Soil instability along the ROW**, in light of the fact that two of my neighbors had a sinkhole in their yards that took three years to repair by the gas pipeline operators. How much more disruption to the soil will there be over several years when trying to add two passenger rail lines, remediate the existing freight line, and protect (or move) the multiple gas lines buried along the ROW?
- **The unknown costs (not identified in the FEIR) to move or protect the multiple gas lines currently underneath the freight line**, owned by various pipeline companies. Metro did not account for pipeline relocation costs when they estimated that the ROW would be cheaper and take less time to complete compared to Hawthorne Blvd. I highly

doubt that there would be any significant savings of cost or time when all true costs are considered.

- **The need to exercise eminent domain,** with notices already going out to several Lawndale neighbors despite Metro stating that homes wouldn't be impacted. The more homes impacted, the higher the cost of construction for ROW, in addition to the displacement of so many of my neighbors.
- **The safety concerns of runnning passenger trains just feet away from freight trains containing fuel.** I am already dismayed that thousands of us may be plagued with the noise of passenger trains running 18-20 hours per day, hundreds of times per day. To add the risk of derailment or collision between trains is simply not worth any potential cost savings.

The Hawthorne Blvd. alignment eliminates all of my above concerns, and it provides a safe, pleasant, and convenient path of travel for our community to travel. It's also the alignment that will garner 35% higher ridership.

The Hawthorne Blvd. alignment does the greatest good while minimizing harm to local residents. Please vote for the Hawthorne alignment!

Thank you for your consideration,

Jill Love

From:	Jill Love
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.mata@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.yaroslavsky@lacity.org; councilmember.padilla@lacity.org; kristen.pawling@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; Sbjusticealliance@gmail.com
Subject:	(EXTERNAL) ITEM 11.1 SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance
Date:	Wednesday, January 21, 2026 4:15:46 PM

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The Hawthorne Blvd. alignment eliminates all of my above concerns, and it provides a safe, pleasant, and convenient path of travel for our community to travel. It's also the alignment that will garner 35% higher ridership.

The Hawthorne Blvd. alignment does the greatest good while minimizing harm to local residents. Please vote for the Hawthorne alignment!

Thank you for your consideration,

Jill Love

From:	Kathy Lopez
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.mata@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.yaroslavsky@lacity.org; councilmember.padilla@lacity.org; kristen.pawling@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; Sbjusticealliance@gmail.com
Subject:	(EXTERNAL) ITEM 11.1 SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance
Date:	Wednesday, January 21, 2026 4:19:59 PM

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My name is Kathlyn Lopez and I live in Lawndale and I am in support of the motion to put the C/K Line Extension to Torrance on Hawthorne Boulevard.

I have lived near the row for my whole life, 30 years, and have always loved the trees and grass and feel of nature being so close to home. I would hate to see this greenery destroyed while there are other options for the metro to build down Hawthorne. Please keep our greenery and build elsewhere.

Best,
Kathlyn Lopez

From:	Michelle Hughes
To:	"dperry@bos.lacounty.gov"; "ttran@bos.lacounty.gov"; "tina.backstrom@lacity.org"; "brandon.wilson@lacity.org"; "randall.winston@lacity.org"; "brittany.montano@lacity.org"; "amartinez@gatewaycog.org"; "vgomez@bos.lacounty.gov"; "bfish@bos.lacounty.gov"; "jorenstein@bos.lacounty.gov"; "dsittig@bos.lacounty.gov"; "nemerson@bos.lacounty.gov"; "lamont.cobb@lacity.org"; "andres.mata@lacity.org"; "bfeldman@sgvcog.org"; "jarrett.thompson@lacity.org"; "kristen.pawling@lacity.org"; "alice.tyree@dot.ca.gov"; "lorena.hernandez@dot.ca.gov"; "annet@southbaycities.org"; "ayoon@bos.lacounty.gov"; "msanchez@bos.lacounty.gov"; "fdutra@cityofwhittier.org"; "jbutts@cityofinglewood.org"; "FourthDistrict@bos.lacounty.gov"; "HollyJMitchell@bos.lacounty.gov"; mbohlke@sbcglobal.net; "ThirdDistrict@bos.lacounty.gov"; "jdupontw@aol.com"; "firstdistrict@bos.lacounty.gov"; "Kathryn@bos.lacounty.gov"; "anajarian@glendaleca.gov"; "councilmember.yaroslavsky@lacity.org"; "councilmember.padilla@lacity.org"; "vahid.khorsand@lacity.org"; "gloria.roberts@dot.ca.gov"; "Tim.Sandoval@pomonaca.gov"; Board Clerk; "Sbjusticealliance@gmail.com"
Cc:	"mmorse11@roadrunner.com"
Subject:	(EXTERNAL) ITEM 11.1 SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance
Date:	Wednesday, January 21, 2026 4:20:51 PM

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Hi. My name is Michelle Hughes, and I live in Lawndale. I am writing in support of the motion to place the C/K Line extension to Torrance on **Hawthorne Boulevard.**

High-capacity transit should strengthen existing commercial corridors, not divide residential neighborhoods. Hawthorne Boulevard serves as a vital economic spine, supporting more than 350 businesses across 170 commercial properties. Routing the line along this corridor would bolster local jobs, retail, and services while avoiding the unnecessary disruption to homes, schools, and neighborhood life that would result from using the ROW.

By contrast, placing the line along the ROW would impose significant negative impacts on Lawndale without providing any corresponding benefit. The city would not receive a single station or stop, yet residents would endure years of construction, noise, and disruption without meaningful access to the transit benefits the project is intended to deliver.

For these reasons, I respectfully urge you to support the Hawthorne Boulevard alignment. Thank you for your time and thoughtful consideration.

Michelle Hughes
Lawndale home owner

From:	Severiano Lopez
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.mata@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.yaroslavsky@lacity.org; councilmember.padilla@lacity.org; kristen.pawling@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; Sbjusticealliance@gmail.com
Subject:	(EXTERNAL) ITEM 11.1 SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance
Date:	Wednesday, January 21, 2026 4:26:07 PM

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My name is Severiano Lopez and I live in Lawndale and I am in support of the motion to put the C/K Line extension to Torrance on Hawthorne blvd.

I live down the street from the rail road tracks. One of the reasons I chose to buy a home here was for the green space. All five of my children grew up walking to school down those tracks, walking our dogs or playing with friends down there. Please do not destroy this green space. My grandchildren now enjoy this space when they come to visit. It is an important part of our community.

Severiano Lopez

From:	Ana Magdesian
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.mata@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.yaroslavsky@lacity.org; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; Sbjusticealliance@gmail.com
Subject:	(EXTERNAL) ITEM 11.1 SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance
Date:	Wednesday, January 21, 2026 4:29:57 PM

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Dear Honorable Metro Board,
Please, I am urging you to move the Metro Line to Hawthorne Blvd and away from my home. I have lived here for 25 years and have raised three daughters. We love our neighbors and our neighborhood. We are a giant family here, looking after one another. Please do not make a decision that will dismantle our lives. I am looking forward to raising my future grandchildren here. Please don't take that away. Keep our neighborhood the way it is,….safe and secure!
Thank you,
Anahid Magdesian
[redacted]

I am writing to express my SUPPORT for Supervisor Mitchell's motion to place the C/K Line Extension to Torrance on HAWTHORNE BOULEVARD.

Sent from my iPhone

From:	Danny Patel
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.s@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; sbjusticealliance@gmail.com
Subject:	(EXTERNAL) ITEM 11.1 SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance
Date:	Wednesday, January 21, 2026 4:32:21 PM

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Dear Honorable Metro Board,

I am writing to express my SUPPORT for Supervisor Mitchell's motion to place the C/K Line Extension to Torrance on HAWTHORNE BOULEVARD.

Thanks
Danny

From:	Louis Vesely
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.mata@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.yaroslavsky@lacity.org; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; Sbjusticealliance@gmail.com
Cc:	HollyJMitchell@bos.lacounty.gov; info@timsandoval.com; jdupontw@aol.com
Subject:	(EXTERNAL) ITEM 11.1 SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance
Date:	Wednesday, January 21, 2026 4:34:23 PM

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Dear Honorable Metro Board,

My name is Louis Vesely and I am a retiree living in Redondo Beach.

I am writing to express my SUPPORT for Supervisor Mitchell's motion to place the C/K Line Extension to Torrance on HAWTHORNE BOULEVARD.

I was excited to hear that Metro was coming to our area until learning of the ROW proposed route. Traffic on Inglewood between the 405 and Manhattan Beach Blvd. can be challenging during AM & PM rush hours. With trains scheduled for every 10 minutes, the odds of an incident with an auto and a train increase. Putting the rail above all of this (just like at LAX) would be the safer and logical choice. A bonus would be for all the businesses along Hawthorn being seen by the passengers *Free Advertising*.

I look forward to using the Metro to go to LAX and downtown. Please do the right thing and vote YES on Hawthorne. Thank you for listening.

Sincerely,

Louis Vesely

From:	Matt Horwitz
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.s@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; sbjusticealliance@gmail.com
Subject:	(EXTERNAL) ITEM 11.1 SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance
Date:	Wednesday, January 21, 2026 4:36:15 PM

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Dear Honorable Metro Board,

I am writing to express my SUPPORT for Supervisor Mitchell's motion to place the C/K Line Extension to Torrance on HAWTHORNE BOULEVARD.

My name is Matt Horwitz and I live in Redondo Beach along the ROW, and will have to live with 8-10 years of construction impacts, trenching and toxic dust in close proximity to my home and the place where my children are growing up! Metro itself says more than 1,100 homes will have to deal with "significant and unavoidable" impacts of the construction period alone. It is very unfair that the most severe impacts of placing the proposed metro line along the ROW will be forced upon a diverse, working-class neighborhood.

Rail lines have historically run along Hawthorne blvd and should continue that way.

I URGE you to support Supervisor Mitchell's motion to place the extension on Hawthorne Blvd and keep construction and trains away from my family and neighborhood! Transit belongs on active commercial corridors, not in residential areas. Hawthorne Boulevard supports more than 350 businesses across 170 commercial properties, where rail can strengthen jobs, shopping, and services without disrupting homes.

Thank you for your time, and please do the right thing!

Best,

--
Matt Horwitz

From:	Haol Yao
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.mata@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.yaroslavsky@lacity.org; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; Sbjusticealliance@gmail.com
Subject:	(EXTERNAL) ITEM 11.1 SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance
Date:	Wednesday, January 21, 2026 4:42:44 PM

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Dear Honorable Board Members and City Officials,

My name is Haol Yao and I am writing to you as a resident of Redondo Beach and a homeowner living directly adjacent to the Metro-owned Right-of-Way (ROW). I am writing to express my SUPPORT for Supervisor Mitchell's motion to select the **Hawthorne Boulevard alignment** for the C/K Line Extension to Torrance and to reject the use of the ROW residential alignment.

While I support the expansion of our public transit network and understand the vital need for connectivity in the South Bay, the choice of alignment will dictate the success of this line for generations. The decision before you is a choice between a "path of least resistance" that compromises our neighborhoods, or a forward-thinking investment in a true transit corridor.

Why the Hawthorne Boulevard Alignment is the Right Choice

Transit is most effective when it goes where the people are. Hawthorne Boulevard is the commercial spine of the South Bay. It is a hub of economic activity, jobs, retail, and dining. Placing the line here aligns with the fundamental principles of smart urban planning:

1. **Ridership and Utility:** A transit line along Hawthorne Blvd places stations within walking distance of major commercial destinations and workplaces. It serves the daily needs of riders—getting them to jobs and services—rather than just transporting them *through* a community.

2. **Economic Potential:** The Hawthorne alignment offers significant opportunities for Transit-Oriented Development (TOD). It can revitalize the corridor, support local businesses, and create a vibrant, walkable streetscape. The ROW, by contrast, is tucked behind fences and backyards, offering zero potential for economic synergy.

3. **Regional Connectivity:** As we look toward the 2028 Olympics and beyond, we need a system that highlights our region's assets. A line running down a major boulevard signals a modern, connected city. A line hidden in a residential alleyway feels like a retrofit that missed its potential.

Why the ROW Alignment is the Wrong Choice

The proposed ROW alignment attempts to force a high-frequency commuter train into a corridor that was historically used for infrequent, slow-moving freight. The context of our neighborhoods has changed dramatically since those tracks were laid.

1. **Irreparable Harm to Neighborhood Character:** The ROW cuts within feet of bedrooms, living rooms, and backyards. The noise, vibration, and visual blight of trains running every few minutes, from early morning until late at night, would fundamentally destroy the peace and privacy of hundreds of Redondo Beach and Lawndale families. This is not just a "NIMBY" concern; it is a question of whether it is ethical to sacrifice the quality of life of a specific residential corridor when a viable commercial alternative exists just blocks away.

2. **Safety Concerns:** Many of our properties abut the ROW with nothing more than a fence. The proximity of high-speed trains to homes where children play and families gather poses an undue safety risk. No amount of sound walls or mitigation measures can fully eliminate the hazard of running a major rail line through a dense residential fabric.

3. **The "Train to Nowhere" Effect:** Because the ROW avoids major intersections and commercial centers in favor of backyards, it creates stations that are harder to access and less safe for pedestrians. It forces riders to walk further to reach their actual destinations on Hawthorne Blvd, discouraging use.

Conclusion

We have a once-in-a-lifetime opportunity to build this extension correctly. A decision to use the ROW is a decision to prioritize cost and convenience over community well-being and long-term transit utility. It saves money today at the expense of our neighborhoods forever.

I implore you to look beyond the spreadsheet and see the communities on the ground. Please respect the families of Redondo Beach and Lawndale. Vote to put transit where it belongs: on our commercial boulevards, not in our backyards.

Support the **Hawthorne Boulevard alignment**.

Sincerely,

Haol Yao

From:	Terri Thomas
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.mata@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; fourthdistrict@bos.lacounty.gov; hollyjmitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.yaroslavsky@lacity.org; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; tim.sandoval@pomonaca.gov; Board Clerk; Sbjusticealliance@gmail.com
Subject:	(EXTERNAL) ITEM 11.1 SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance
Date:	Wednesday, January 21, 2026 4:42:50 PM

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Dear Honorable Metro Board,

I am writing to express my SUPPORT for Supervisor Mitchell's motion to place the C/K Line Extension to Torrance on HAWTHORNE BOULEVARD.

The Hawthorne Blvd location makes sense as it will be well situated to access retail stores in Lawndale & beyond. I feel it will bring renewed interest & tax revenue in shopping locally & I can see myself using this Metro line location.

Sincerely,
Theresa Thomas
Lawndale resident

Sent from my iPhone

From: Cathy Mantell
To: Sbjusticealliance@gmail.com
Subject: (EXTERNAL) ITEM 11.1 SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance
Date: Wednesday, January 21, 2026 4:48:58 PM

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My name is Cathy Mantell and I reside along the ROW in Redondo Beach.

I am in support of the motion to put the C/K Line Extension to Torrance on Hawthorne Boulevard, NOT the hybrid ROW.

The Final EIR should not be certified because it does not show the true cost of the project by including the removal and relocation of the 7 gas pipelines underneath the ROW. Further, the ROW is simply not wide enough to accommodate a freight train and two light rail tracks. Significant and unavoidable impacts that will be permanent are also identified.

Community support is behind Hawthorne, NOT the hybrid ROW. Metro polls showing otherwise are skewed and were based on faulty premises.

Metro's own studies show that Hawthorne will have a 35% higher ridership because it will be located in a commercial corridor and exactly where the old Red Car used to run.

This is a generational decision. Please do the right thing and extend the line down Hawthorne Boulevard.

Thank you.

Cathy Mantell
[redacted]

From: Domenica Cresta
To: Board Clerk
Subject: (EXTERNAL) ITEM 11.1 SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance
Date: Wednesday, January 21, 2026 4:51:59 PM

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Hello,

My name is Domenica Cresta and I live in North Redondo and I am in support of the motion to put the C/K Line Extension to Torrance on Hawthorne Boulevard.

My house faces the train tracks and we will have to live many years here of significant construction impacts, trenching and toxic dust in close proximity to our home and we have children. We will also be dealing with the constant noise and disturbance that comes with this construction, to our quiet, safe, family oriented neighborhood. We have a ton of children that live in this area and it is not fair for them and to us to have to deal and live with this when there is a second/better option.

This train line needs to be in a more commercial area, not in a residential area where our kids go to school, ride their bikes or play outdoors in our green spaces. This is all we have and will be take away! Please think about your own families and this would impact you if a metro line was put in your front/back yard.

Thank you for your time and consideration to read my email.

DC

From:	Laura Morikawa
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.mata@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.yaroslavsky@lacity.org; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; Sbjusticealliance@gmail.com
Subject:	(EXTERNAL) ITEM 11.1 SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance
Date:	Wednesday, January 21, 2026 4:55:08 PM

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Dear Honorable Metro Board,

I am writing to express my SUPPORT for Supervisor Mitchell's motion to place the C/K Line Extension to Torrance on HAWTHORNE BOULEVARD.

With Kind Regards,

Laura Morikawa
(Sent from my iPhone)

From: beachbrown@roadrunner.com
To: Board Clerk
Subject: (EXTERNAL) ITEM 11.1 SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance
Date: Wednesday, January 21, 2026 4:57:30 PM

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My name is Jim Brown and I live in Redondo Beach and I am in support of the motion to put the C/K Line Extension to Torrance on Hawthorne Boulevard.

Hawthorne Blvd is a significantly better route than going through residential areas.

The Hawthorne route puts the transit on a commercial corridor, where it belongs, not through a residential neighborhood.

Hawthorne Boulevard supports more than 350 businesses across 170 commercial properties, where rail can strengthen jobs, shopping, and services without disrupting homes.
Hawthorne generates more trips and delivers a lower cost-per-trip. Metro's own analysis shows the alignment delivers higher ridership potential and provides benefits that outweigh costs.
The Hawthorne Boulevard alignment has broad political support including from the cities of Lawndale, Redondo Beach, Hermosa Beach and Hawthorne. State Senator Laura Richardson and State Assemblymember Tina McKinnor also support Hawthorne Blvd. It is also backed by major business interests including the North Redondo Beach Business Association and the current developer of the South Bay Galleria's new housing project.
The constant noise and vibration of dozens of trains a day, regardless if surfaced or trenched, will disrupt the adjoining residences.

Jim Brown

From:	Annie Noguchi
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.s@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; sbjusticealliance@gmail.com
Subject:	(EXTERNAL) ITEM 11.1 SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance
Date:	Wednesday, January 21, 2026 4:59:54 PM

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My name is Annie Noguchi and I live in Redondo Beach living along the ROW.

I am in support of the motion to put the C/K Line Extension to Torrance on Hawthorne Boulevard, NOT the hybrid ROW.

Community support is behind Hawthorne, NOT the hybrid ROW. Metro polls showing otherwise are skewed and were based on faulty premises.

Metro's own studies show that Hawthorne will have a 35% higher ridership because it will be located in a commercial corridor and exactly where the old Red Car used to run.

This is a generational decision. Please do the right thing and extend the line down Hawthorne Boulevard.

Thank you,

Annie Noguchi
[redacted]

From:	Frank M. Talavera
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.mata@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.yaroslavsky@lacity.org; councilmember.padilla@lacity.org; kristen.pawling@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; Sbjusticealliance@gmail.com
Subject:	(EXTERNAL) ITEM 11.1 SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance
Date:	Wednesday, January 21, 2026 2:34:09 PM
Attachments:	Outlook-u1lmt4if.png

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Dear Honorable Metro Board,

My Name is Frank Talavera, and I am a lifelong resident of Lawndale. I am writing in **SUPPORT** of Supervisor Mitchell's motion to place the C/K line Extension to Torrance on HAWTHORNE BLVD.

It is unfair that the most severe impacts of this project will be forced upon our community. This project will isolate and divide many of my neighbors with the constant interruption of trains passing through our city, destroy valued green space that our residents have come to enjoy, and many homeowners will lose their homes after sacrificing so much to provide a decent place to live and raise their children.

The Hawthorne Boulevard route makes more sense because it advances regional transportation objectives by providing the best connectivity between local and regional transit systems. Transit belongs on active commercial corridors, not in residential areas. This project should support local businesses, shopping, and services in the community.

This board MUST take heed of the communities that have voiced their opinions in favor of the Hawthorne Blvd. Alignment option, such as Lawndale, Redondo Beach, Hawthorne, and Hermosa Beach cities. How can you ignore the opinion of four South Bay cities that have, in unison, opposed the "Locally Preferred Alternative. (LPA).

PLEASE reconsider Item 11 #2025-0818 (LPA) and SUPPORT the motion by the three board members to move this project to Hawthorne Blvd.
Best Regards,

Best Regards,

Frank M. Talavera
Lawndale City Councilmember
[redacted]

From:	Colleen Villegas
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.s@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; JDUPONTW@AOL.COM; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.yaroslavsky@lacity.org; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk
Subject:	(EXTERNAL) Item 11.1 Hawthorne Blvd, Alignment-Metro C-Line to Torrance
Date:	Wednesday, January 21, 2026 9:16:58 AM

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1/21/2026
Metro Board of Directors:

Hello, I am Colleen Villegas, Right-of-Way homeowner. Thank you, Supervisors Mitchell, Dupont-Walker, and Sandoval, for placing Motion 11.1-support for the Hawthorne Boulevard alignment on Thursday's agenda. Being heard matters, and you

proved that listening leads to better decisions. I urge the remaining supervisors to support this alignment. It protects our neighborhood, preserves our environment, and avoids unnecessary risk.This is smart, forward-thinking transportation planning and the right choice for our community’s future. Thank you for your leadership.

Colleen Villegas
Lawndale residen

From: Alyssa Collins
To: Board Clerk; Metro, CLine
Subject: (EXTERNAL) Item 11, Oppose Row Hybrid, For 11.1 Hawthorne BLVD Alignment
Date: Wednesday, January 21, 2026 12:09:54 PM

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Hello,

My name is Alyssa Collins, I live in Los Angeles, and I support the Hawthorne Blvd elevated option and **strongly oppose** the ROW option. The Hawthorne option will revitalize Lawndale, boost the economy, preserve green space, and increase ridership, among many other benefits. Hawthorne Blvd is already designed for commuter railway track and previously housed the Pacific Electric Red Cars.

The ROW option is opposed by entire communities, as it poses significant physical, financial, environmental, and emotional risks. It will decimate communities that have existed for generations.

Please support the Hawthorne Blvd elevated option.

Thank you,
Alyssa Collins

From:	Kevin R. Dedicatoria
To:	Board Clerk
Subject:	(EXTERNAL) I support Agenda Item 10 with changes. I support item 11. I oppose item 11.1.
Date:	Wednesday, January 21, 2026 7:43:14 AM

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Dear Metro Chair Dutra and Esteemed Members of the Board,

I support Agenda Item 11 and oppose Agenda Item 11.1. Metro owns the Right of Way (ROW) on the Locally Preferred Alternative (LPA) under the Agenda Item 11. The Hawthorne option under Agenda Item 11.1 leads to delays and at least an extra $700 million for the same ridership. I urge the L.A. Metro Board to support the staff recommendation, Agenda Item 11 and oppose Agenda Item 11.1.

I support Agenda Item 10 with changes to Modified Alternative 5 as the Locally Preferred Alternative (LPA). I advocate for a stop on Sherman Way as planned on Alternative 5 and an expansion of the Initial Operating Segment (IOS) to the Expo/Sepulveda E Line stop.

Sincerely,
Kevin Dedicatoria
Culver City
Transit advocate

From: Cretella, Josh
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 7:24:23 PM
Attachments: Outlook-1arp4kur.png

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
JOSH CRETELLA
[redacted]

Josh Cretella (he / him / his)
ENGR, SOFTWARE III, Digital API
[redacted]
FRONTIER

This communication is confidential. Frontier only sends and receives email on the basis of the terms set out at http://www.frontier.com/email_disclaimer.

From: AJ
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 5:40:04 PM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,

AJ cho

Sent via Wildhero - email that plants trees.

From: Dani Pravder
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 5:40:39 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Danny Pravder
[redacted]

From: Gabbie Metheny
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 5:42:41 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

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I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,

Gabbie Metheny

From: Michael Etzel
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 5:54:55 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

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Thank you,
Michael Etzel
[redacted]

From: Jeff Cannon
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 5:58:36 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

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I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Jeff Cannon
[redacted]

From: Dustin Shahan
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 5:58:59 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

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Thank you,
Dustin Shahan

From: Sam Shapiro-Kline
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 6:01:56 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

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I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Samuel Shapiro-Kline

From: Colin Warn
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 6:07:08 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

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I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Colin Warn

From: Isaac Poplin
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 6:19:54 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Isaac Poplin
[redacted]

From: Antonio Garza
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 6:25:55 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

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Thank you,
Antonio Garza
[redacted]

From:	Drew Finke
To:	Board Clerk
Subject:	(EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date:	Tuesday, January 20, 2026 6:29:38 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Drew Finke
[redacted]

From: Yonatan Ahituv
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 6:29:44 PM

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I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Yonatan Ahituv

From:	Jordan Trimble
To:	Board Clerk
Subject:	(EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date:	Tuesday, January 20, 2026 6:32:19 PM

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Dear Metro Board:

As a lifetime resident of the LA metro area and someone who's wasted hours in traffic we NEED more mass transit.

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

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I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Jordan Trimble
[redacted]

From:	Violet Carne
To:	Board Clerk
Subject:	(EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date:	Tuesday, January 20, 2026 6:33:52 PM

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Dear Metro Board:

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I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Violet Carne
[redacted]

From:	Michael Alvarado
To:	Board Clerk
Subject:	(EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date:	Tuesday, January 20, 2026 6:48:19 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

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I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Michael Alvarado
[redacted]

From: Karim Sahli
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 6:52:49 PM

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Dear Metro Board:

I support Item 11 and oppose the last-minute attempt (Item 11.1) to derail the C Line extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

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I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Karim Sahli

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 6:54:00 PM

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I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Brett Wilkins
[redacted]

Sent from my iPhone

From: David Martinez
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 6:58:22 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

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I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
David Martinez

From: davidt964@g.ucla.edu
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 7:07:57 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

1) I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

2) I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

3) I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system. SB-79 also goes hand-in-hand with Metro's pledge of building 10,000 homes near its transit stops. It simply makes no sense for Metro to ask for an exemption from this transformative housing bill, and doing so further reinforces the desires of LA's political ruling class: to strengthen the status quo and protect wealthy homeowners at the expense of the literal livelihoods and homes of lower-income residents.

Thank you,
David Tran
[redacted]

From: Byron Scott
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 7:08:22 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

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I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Byron Scott
[redacted]

From: Mark Li
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 7:12:32 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

My name is Mark Li, a Torrance resident of over 25 years.

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Mark Li
[redacted]

From: Ben Steele
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 7:29:17 PM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

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I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Ben Steele
[redacted]

From: Ben Mayne
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 7:32:05 PM

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Dear Metro Board:

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I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. Any concerns about future opposition to transit based on SB 79 is overblown because the law limits projects to those already on the books. NIMBYs will oppose housing and transit using whatever issue is most salient at the moment, so we shouldn't cave to them. I live in a single family home within half of a mile of an expo line station and I support the upzoning of my neighborhood!

Thank you,
Ben Mayne
[redacted]

From: Timothy Shen
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 7:41:50 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

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Thank you,
Timothy Shen

From: Nick Cron-DeVico
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 7:48:11 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Nick Cron-DeVico

From:	Brandon Curran
To:	Board Clerk
Subject:	(EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date:	Tuesday, January 20, 2026 8:23:43 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Brandon Curran

From:	Cesar Garcia Gonzalez
To:	Board Clerk
Subject:	(EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date:	Tuesday, January 20, 2026 8:51:34 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

My name is Cesar Garcia, and I serve on the United Neighborhoods Neighborhood Council. I live near the Expo/Crenshaw hub—an area with incredible transit access but a frustrating lack of housing investment and pedestrian safety. It is a shame to see such high-quality transit surrounded by so little density.

Because I want to see our transit system succeed, I am urging the Board to take the following actions:

1. Support Item 11 and Reject Item 11.1: Do not allow the C Line Extension to be derailed. Spending $700M more for a "worse" route is fiscally irresponsible and ignores the needs of future riders.

2. Support Item 10: I urge you to follow staff's recommendation for Modified Alternative 5 for the Sepulveda Transit Corridor.

3. Oppose Item 33: Requesting an exemption from SB-79 makes Metro look out of step with state housing goals. As a resident of the 90018 zip code, I know that more housing around our stops is the only way to ensure the long-term viability and safety of the system.

Transit works best when people actually have a place to live near it. Please prioritize ridership and housing over delays and exemptions.

Thank you,

Cesar Garcia

Member of United Neighborhoods Neighborhood Council

From: Olivia Salaben
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 9:00:38 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Olivia Salaben
[redacted]

From: John Farren
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 9:15:23 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,

John Farren
[redacted]

From: Ava Marinelli
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 9:37:33 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Ava Marinelli
[redacted]

From: Yusef Abouremeleh
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 10:00:35 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Yusef Abouremeleh

From: Elijah Lopez
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 10:02:34 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Elijah Lopez
[redacted]

From: ELLA COFFEY
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 10:26:58 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Ella Coffey
[redacted]

From: douglasnogueira15@gmail.com
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 10:27:33 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board,

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Doug Nogueira
[redacted]

From: Velling, Seneca J.
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 10:29:26 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,

Seneca Velling
[redacted]

Seneca J. Velling
[redacted]

From:	Jada Jones
To:	Board Clerk
Subject:	(EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date:	Tuesday, January 20, 2026 10:31:23 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Jada Jones

From: Ben Higgins
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 10:33:00 PM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Ben Higgins
[redacted]

From:	Brett Hollenbeck
To:	Board Clerk
Subject:	(EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date:	Tuesday, January 20, 2026 10:43:50 PM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Brett Hollenbeck
[redacted]

From:	Auguste Miller
To:	Board Clerk
Subject:	(EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date:	Tuesday, January 20, 2026 10:58:09 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Auguste Miller
[redacted]

From: Brandon Ryan Crawford
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 11:11:59 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,

Brandon Crawford (he/him)
Los Angeles, CA
[redacted]

From: Lois Keller
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 4:56:17 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Lois Keller
[redacted]

[redacted]

From: Tim Connolly
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 5:34:18 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I heartily support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you
Tim Connolly

From: Brenda Nuyen
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 7:11:47 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Brenda Nuyen

From: Kandy Valdez
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 9:19:42 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Kandy Valdez
[redacted]

From: Britney Baker
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 9:23:51 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,

Britney B.
[redacted]

From: Tisha Tuong
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 9:35:27 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Tisha

From: Nathan Schilling
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 9:48:07 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBYs, the majority of whom have not read the report. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 11. The LPA is a good compromise between local interests and transit rider interests. It gets us what we need in a not unreasonable amount of time and for significantly lower cost.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor. The automated heavy rail technology in this proposal has the potential to cause a modal shift in the region, getting a significant number of people out of their cars and greatly reducing traffic on the 405. We need this project to tie the region together.

I oppose Item 33. I campaigned in support of SB-79. I find it appalling that the metro board has decided to act with cowardice on this issue. Metro claims to be already building housing - plans are for 10,000 units. This is comically low. We need at least 100,000 or 1,000,000 units in Metro's jurisdiction to address the crushing housing affordability crisis we face in LA county. SB-79 empowers state and county officials to make those sweeping, necessary changes. Metro staff are concerned that SB-79 interferes with, or in some cases destroys, local partnerships that Metro builds to get transit projects done. This is a valid concern, but I think Metro board members fail to grasp that new partnerships can be forged; such as with community groups who support transit AND housing.

Instead of looking to the future, board members seem fixated on the past in this case; past community groups and past supporters. In dark times such as these, given the reckless actions of the current presidential administration, courage can be hard to find. But courage is like a muscle; the more you use it, the stronger it gets. This is one such time to exercise courage, courage for a brighter future where LA county does not face a housing affordability crisis, where Metro has increased political will for projects from other community groups like Streets for All, and where we can realize the promise of a brighter future for all Angelinos.

For these reasons, I hope the board decides to reject Item 33 - for a potential brighter future for

all Angelinos.

Thank you,
Nathan Schilling
[redacted]

From: Taylor Fife
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 10:04:48 AM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Taylor Fife
[redacted]

From: bbt240@gmail.com
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 10:07:09 AM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor. Alternative 5 will be extremely important for commuters getting from the valley to the westside and those working at UCLA, one of the largest employers in LA county.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system. Metro has a lot to gain from SB-79, both on current existing transit lines and future lines. Letting the fear of dense housing near transit stations dictate decisions is a losing strategy, please follow SB-79.

Thank you,
Brandon Taraku
[redacted]

From: Matthew Litwiller
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 10:09:41 AM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Matthew Litwiller
[redacted]

From: Paul Judah
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33
Date: Wednesday, January 21, 2026 10:53:27 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership. Support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
David Paul Judah
[redacted]

From:	Graham Messadieh
To:	Board Clerk
Subject:	(EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date:	Wednesday, January 21, 2026 10:57:49 AM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Graham Messadieh

From: Kiersten Stanley
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 11:01:48 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor. This is a great project and if there are opportunities to speed this up (and the K-line Northern Extension) we should absolutely pursue them. I also look forward to seeing more automatic trains with world-class runtimes added throughout the Metro system.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system. Los Angeles is facing a historic, self-inflicted housing crisis that is particularly affecting young families and homeowners like me. Opposing SB-79 is irresponsible, backwards, and embarrassing. We need more dense housing around transit, and Metro of all organizations should support that goal.

Thank you,
Kiersten Stanley
[redacted]

From:	Reed Hazen
To:	Board Clerk
Subject:	(EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date:	Wednesday, January 21, 2026 11:20:40 AM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Reed Hazen
[redacted]

From: Caleb Schimke
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 11:24:14 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Caleb Schimke
[redacted]

From: Josh Graybill
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 11:53:51 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,

Josh Graybill
[redacted]

From: Wesley Rowe
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 12:20:16 PM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Wesley Rowe
[redacted]

From:	branko burcksen
To:	Board Clerk
Subject:	(EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date:	Wednesday, January 21, 2026 12:52:25 PM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

I live right by the Expo/Sepulveda Station, so SB-79 would have a huge impact on where I live and I FULLY support the changes it will bring. My life has changed and benefited immensely from living near a Metro station. I want as many people as possible to benefit from all the good living near a Metro station can bring them.

SB-79 makes that possible.

Thank you,
Branko Burcksen
[redacted]

From: Adam Remba
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 1:10:57 PM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Adam R
[redacted]

From:	Benjamin Jones
To:	Board Clerk
Subject:	(EXTERNAL) I oppose item 11.1, support item 11, support item 10, oppose item 33
Date:	Wednesday, January 21, 2026 1:26:34 PM

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Dear Metro Board,

I support Item 10 - please support Metro staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor. As a physician working at UCLA Health in Westwood, this project would have a direct positive impact on my ability to use Metro rail transit to get to work, would provide additional high-speed, high-reliability options to all of UCLA Health's staff, and **most importantly would make our offices and hospital more accessible to patients from downtown (via the D line extension), to the west side, to the valley.**

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Benjamin Jones, MD
Physician | UCLA Health
[redacted]

From: Spam Account
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 1:37:28 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW (Right of Way), and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,

Darius
[redacted]

Darius Dastur

From: Marjorie Hunt
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 2:45:29 PM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system. More housing near transit is so essential to our city in order to face the climate crisis and remain livable.

Thank you,
Marjorie Hunt
[redacted]

From: Yesenia Nava
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 2:48:15 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Yesenia Nava

From: John Trang
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 4:10:11 PM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. If Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system. Furthermore, if Metro tried to get an exemption, it would undoubtedly lead to litigation, which the taxpayers will pay for.

We need a Metro Board that makes hard decisions that serves LA County as a whole and and not wilt to the whims of a small albeit loud cohort of NIMBYs.

Thank you,
John Trang
[redacted]

From: Luis Garcia
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 4:14:39 PM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Luis R Garcia Chavez
[redacted]

Best,

From: Yonah Gereboff
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 4:59:46 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Yonah Gereboff

From: JM Ford
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11 bc, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 11:50:57 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Jillian Ford
[redacted]

From:	Lori Smalling
To:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.mata@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.yaroslavsky@lacity.org; councilmember.padilla@lacity.org; kristen.pawling@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; Sbjusticealliance@gmail.com
Subject:	(EXTERNAL) Fw: ITEM 11.1 SUPPORT for Hawthorne Blvd for C/K Line Extension to Torrance
Date:	Wednesday, January 21, 2026 5:00:23 PM

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Dear Honorable Metro Board,

My name is Lori Smalling and I am writing to express my SUPPORT for Supervisor Mitchell's motion to place the C/K Line Extension to Torrance on HAWTHORNE BOULEVARD. NOT the hybrid ROW.

My townhome complex is adjacent to the tracks. It will affect our livelihood, which my husband and I have worked so hard to build. It is not fair to all the residents who live along the track to disrupt their quality of life, especially since the cost of living here in California is so high which make every dollar we make and spend on living is the South Bay so precious.

Not only that , the Final EIR should not be certified because it does not show the true cost of the project by including the removal and relocation of the 7 gas pipelines underneath the ROW.

The ROW is not wide enough to accommodate a freight train and two light rail tracks. Significant and unavoidable impacts that will be permanent.

Community support is behind Hawthorne, NOT the hybrid ROW. Metro polls showing otherwise are skewed and were based on faulty premises.

Please respect the people who have built their lives to live in the community put the Extension on HAWTHORNE NOT ROW!

Sincerely,
Lori Smallin
North Redondo Beach Resident

From: Tom Rodriguez
To: Board Clerk
Subject: (EXTERNAL) For January 22, 2026 LA Metro Board
Date: Tuesday, January 20, 2026 5:59:41 PM

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To the LA County Metro Board,

As a resident of Los Angeles County, frequent commuter of SoCal, and advocate of improving public transit, I urge you all to consider the following:

> **Item 11:** As a Los Angeles County resident who relies on and strongly supports the expansion of public transit, I support Item 11 and strongly oppose the last-minute attempt in Item 11.1 to derail the C Line Extension to Torrance by giving in to NIMBY pressure. Metro already owns the right-of-way, and shifting course now would delay this long-needed project for years, add roughly $700 million in costs, and ultimately reduce ridership. Please follow staff's recommendation and vote **no**on Item 11.1.
>
> **Item 10:** I support Item 10 and urge you to approve staff's recommendation for the Modified Alternative 5 route for the Sepulveda Transit Corridor. This project is essential for improving mobility, reducing congestion, and connecting communities across Los Angeles County.
>
> **Item 33:** I oppose Item 33. SB-79 is the law in California, and asking for an exemption for Los Angeles County sends the wrong message at a time when we should be encouraging smart growth around transit. Embracing SB-79 and allowing more housing near Metro stations would strengthen our transit system by increasing ridership and making these investments work better for the people who depend on them.

I sincerely look forward to seeing you all do what is in the best interest of all residents and workers in LA County. Thank you for your consideration.

Very Respectfully,

Tom Rodriguez
[redacted]

Sent from my iPhone

From:	Ives family
To:	Board Clerk
Cc:	HollyJMitchell@bos.lacounty.gov; info@timsandoval.com; jdupontw@aol.com
Subject:	(EXTERNAL) C-Line Motion 11.1 to approve Hawthorne Blvd Option - FOR
Date:	Wednesday, January 21, 2026 7:49:48 AM

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to the board clerk et al:
We are Phil & Sandy Ives and we live immediately adjacent to the ROW in Redondo beach as we have for decades. We beg you to oppose building the C-Line extension down the ROW and disrupting our home life for the rest of our lives. Please carefully consider the lives of truly local citizens over that of the professional transportation advocates who don't have to live through the pain of greatly increased noise, 5-10 years of construction (and problems therewith), a vibrating house every 5 minutes, and all the other unavoidable problems that come with this project. Building the extension down Hawthorne Blvd would relieve most of these problems for local residents, but of course not building the extension would save billions of taxpayer dollars and eliminate all the problems.
Thank you in advance for considering the locals,
Phil & Sandy Ives

From:	Craig St. John
To:	Board Clerk
Cc:	HollyJMitchell@bos.lacounty.gov; info@timsandoval.com; jdupontw@aol.com
Subject:	(EXTERNAL) C-Line Motion 11.1 Approving Hawthorne Blvd Option - FOR
Date:	Wednesday, January 21, 2026 11:21:08 AM
Attachments:	image001.png

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Dear Board Clerk,

Please accept and count my written comment in support of Motion 11.1 Approving Hawthorne Blvd Alignment as the project LPA for C-Line extension to Torrance.
My name is Craig St John , President of Westwood Building Materials a ROW stakeholder at 15708 Inglewood Ave in Lawndale.

Our business is on the corner of Inglewood Ave, and Manhattan Beach Blvd. While I appreciate Metro's willingness to minimize the impact of our business from the C-Line extension, I have serious concerns about using the ROW option.

The ROW Hybrid option would cause drastic disruption to not only our business but to ALL commuters coming and going from the beach cities during construction. Inglewood Ave is a major artery and having it torn up and lanes blocked will send ripples all throughout the entire So Bay for the entire construction period.

I also have major concerns with the numerous fuel lines that run at the back of our property along the ROW. Some of these lines deliver fuel directly to the LAX airport. What is going to be the impact to traveling out of LAX when you have disruptions to fuel delivery from years of construction?

Metro claims that they will move these fuel line seems like disaster in waiting. Many of these lines have been underground for over forty years and it will not take much for one to break and cause a huge environmental disaster.

I'm in support for the Hawthorne Blvd route. I feel with the numerous amounts of new housing complexes that are planned along Hawthorne Blvd the residence of these proposed new projects would be better served by stations along Hawthorne. This would also help revive the business climate along

Hawthorne by bringing in some new business. I can see more ridership if there were a stops for Del Amo Mall, Old Town Center and the So Bay Galleria.

Thank you for your attention to this matter.

Craig St John
President

WESTWOOD
BUILDING MATERIALS CO.
"THE HOUSE THAT SERVICE BUILT" - SINCE 1940
[redacted]

From:	Angie Souza
To:	Board Clerk
Cc:	HollyJMitchell@bos.lacounty.gov; info@timsandoval.com; jdupontw@aol.com
Subject:	(EXTERNAL) C-Line motion 11.1 Approving Hawthorne BlvdOption For
Date:	Tuesday, January 20, 2026 10:55:17 PM
Importance:	High

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Dear Board Clerk
Please accept and count my written comment in support of Motion 11.1 Approving Hawthorne Blvd Alignment as the project LPA for C- line extension to Torrance
My Name is Angeline Souza of Redondo Beach at Breakwater Village and I am along the Row

The Row Hybrid option is a serious risk due high pressure fuel risk, interfere with how quick emergency response systems can respond.

I support the Hawthorne route to improve the business district and make it a better destination that I would use.

Thank you for your attention this matter.
Angeline Souza

From:	dougboswell@gmail.com
To:	Board Clerk
Cc:	HollyJMitchell@bos.lacounty.gov; info@timsandoval.com; jdupontw@aol.com
Subject:	(EXTERNAL) C-Line Motion 11.1 Approving Hawthorne Blvd Option - FOR
Date:	Tuesday, January 20, 2026 3:25:55 PM

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Dear Board Clerk,

Please accept and count my written comment in support of Motion 11.1 Approving Hawthorne Blvd Alignment as the project LPA for the C-Line extension to Torrance.
My name is Doug Boswell, a Redondo Beach ROW stakeholder living on 182nd Street near the crossing there.

My home is 70 yards from the Right of Way on 182nd St which will be trenched. The ROW Hybrid option would clearly be a serious health risk to myself and my wife as senior citizens, during the 8 years of expected construction, churning up all manner of toxic substances, such as arsenic and metals, not to mention the dust and dirt kicked up as fine particulate material to damage our lungs.

The freight trains carrying as many as 40 tanker cars of highly explosive liquified petroleum gas, as well as the 7 underground fuel pipelines would be at risk of a major disaster should something go wrong on the tracks… and adding 2 rail lines for passenger service only raises the odds of a derailment that sets off an explosion… of course, the electrified Metro cars themselves bring a match to this house of straw.

This is a serious matter of public safety… beyond the obvious benefits of an elevated Hawthorne Blvd route, which will have far more ridership being on a business district corridor of train rider destinations… but also in the close proximity of new and planned high density high-rise residential development. I have always wondered why the Metro folks can't see this as a no-brainer.

Sincerely,

Doug Boswell
Resident on [redacted] in Redondo Beach

From:	Pam Weber
To:	Board Clerk
Cc:	HollyJMitchell@bos.lacounty.gov; info@timsandoval.com; jdupontw@aol.com
Subject:	(EXTERNAL) C-Line Motion 11.1 Approving Hawthorne Blvd Option - FOR
Date:	Wednesday, January 21, 2026 12:59:30 PM

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Dear Board Clerk,
Please accept and count my written comment in support of Motion 11.1 Approving Hawthorne Blvd Alignment as the project LPA for C-Line extension to Torrance.
My name is Pamela Weber, a Redondo beach ROW stakeholder at 1921 Condon Ave.

My home backs up to the ROW located (under the 20' embankment, or at the Grant Ave bridge, etc).
The ROW Hybrid option would continue to be a serious risk to the unstable embankment with high pressure gas pipes only 12' from my home/bedroom. I have owned this home for over forty years and have always been concerned about the dangers of having a train in my backyard. Having two, and one with more activity, is a strain that would be difficult. The concept of a Metro train is something I support, but not in this capacity. It is important to bring the train to where the people are. The people are on Hawthorne Blvd, not in my backyard.

I support the Hawthorne route to improve (or revitalize) the business district and make it a more efficient way to bring people, and their dollars, to a new improved living and shopping center on Hawthorne and Artesia,

Thank you for your attention to this matter.

Pam Weber

From:	Danny Patel
To:	Board Clerk
Cc:	HollyJMitchell@bos.lacounty.gov; info@timsandoval.com; jdupontw@aol.com
Subject:	(EXTERNAL) C-Line Motion 11.1 Approving Hawthorne Blvd Option - FOR
Date:	Wednesday, January 21, 2026 2:45:15 PM

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Dear Board Clerk,
Please accept and count my written comment in support of Motion 11.1 Approving Hawthorne Blvd Alignment as the project LPA for C-Line extension to Torrance.
My name is Danny Patel, a Redondo Beach ROW stakeholder residing at 1730 Ruxton Lane, Redondo Beach, CA.

My home is 50 yards from the ROW (under the berm, trench zone, 20' embankment, or at the Grant Ave bridge, etc).

The ROW Hybrid option would _____ be a serious risk to _____ or high pressure fuel risks are too great or something else that's serious, emergency response, public safety... whatever you'd like to say.

I support the Hawthorne route to improve (or revitalize) the business district and make it a better destination (or that we would definitely use or however you want to put it)

Thank you for your attention to this matter.

Danny Patel

--

Relevance.....the everlasting futile quest

From: Anneke Blair
To: Board Clerk
Cc: Holly J. Mitchell; info@timsandoval.com; JDUPONTW@AOL.COM
Subject: (EXTERNAL) C-Line Motion 11.1 Approving Hawthorne Blvd Option - FOR
Date: Wednesday, January 21, 2026 3:01:18 PM

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Dear Metro Board of Directors,

As a Redondo Beach resident and former Public Safety Commissioner, I urge you to approve the Hawthorne Boulevard alignment for the C Line Extension (Item 11.1).

The Hawthorne path is the most effective option for our region. It offers the highest ridership potential by placing transit within an established commercial corridor, directly supporting local businesses and the South Bay Galleria.

Crucially, this alignment also protects the sanctity of Pacific Crest Cemetery. My sister's 17-year-old son, who was tragically killed in a boating accident, is buried there directly along the Right-of-Way. For my sister and the many other families who visit their loved ones, the peace of this final resting place is sacred. Running light rail through the ROW would permanently disrupt that quiet and the grieving process for our community.

The Hawthorne Boulevard path is the best choice for riders, for the local economy, and for preserving the dignity of our neighborhoods. I respectfully ask for your vote in its favor.

Sincerely,
Anneke Blair

From: PHYLLIS SHOEMAKER
To: Board Clerk
Cc: HollyJMitchell@bos.lacounty.gov; info@timsandoval.com; jdupontw@aol.com
Subject: (EXTERNAL) C-Line Motion 11.1 Approving Hawthorne Blvd Option - FOR
Date: Wednesday, January 21, 2026 3:37:48 PM

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Dear Board Clerk,

Please accept and count my written comment in support of Motion 11.1 Approving Hawthorne Blvd Alignment as the project LPA for C-Line extension to Torrance.

My name is Phyllis Shoemaker, a 25 year North Redondo Beach resident and a 40 year South Bay resident.

My home is (1) mile from the ROW Grant Ave bridge. It is peaceful in North Redondo.

Most days I hear the infrequent train going down ROW while in my yard or have my windows open. Where we are is quiet. I can hear folks' conversations while they are walking in the neighborhood. I can't imagine living with the noise of three tracks running multiple trains on a regular schedule.

Living less than a mile away, the ROW Hybrid option would be a serious risk to our area due to high pressure fuel risks to us as well.

I support the Hawthorne Blvd. route as desirable in the long term future as an EASILY accessible on/off destination to our business district, malls, and medical facilities on Hawthorne Blvd. that would more attract ridership.

Metro's idea of dropping us at out of the way locations like Marine or Torrance and then having to get on a bus to backtrack to Hawthorne Blvd. is plainly ridiculous.

We have allowed them to do this in other areas for far too long. Let's not make this another Bullet Train debacle (which no one I know wanted).

Just because Metro already owns the ROW property does not make it the best plan for L.A. in the 21st century.

Let's do this right.

If it takes longer I am all for it.

Please be a voice for our future and place a common sense vote for the people who live here and would use it if it was effortless.
Please YES for the Hawthorne Blvd Option.

Thank you kindly for your attention to this important matter.

Sincerely,
Phyllis Shoemaker
[redacted]

From:	Robin Eisenberg
To:	Board Clerk
Cc:	HollyJMitchell@bos.lacounty.gov; info@timsandoval.com; jdupontw@aol.com
Subject:	(EXTERNAL) C-Line Motion 11.1 Approving Hawthorne Bl Option- FOR
Date:	Wednesday, January 21, 2026 3:59:18 PM

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I, Robin Eisenberg, used to live in Redondo Beach and now live in Torrance.

I would take public transport if more convenient. Redondo is not more convenient nor is it morally acceptable. I stand with Redondo. Put it on Hawthorne. *It is more convenient and it doesn't destroy people lives.*
thanks

Robin
Eisenberg
[redacted]

From:	Lisa Cherry
To:	Board Clerk
Cc:	HollyJMitchell@bos.lacounty.gov; info@timsandoval.com; jdupontw@aol.com
Subject:	(EXTERNAL) C-Line Motion 11.1 Approving Hawthorne Bl Option- FOR
Date:	Wednesday, January 21, 2026 4:31:38 PM

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Dear Board Clerk,

I am writing in support of Motion 11.1 Approving Hawthorne Blvd Alignment as the project LPA for C-Line extension to Torrance.

I'm a commuter, or I travel to the South Bay, Or I live in Gardena/Torrance/Palos Verdes/Santa Monica/Westside/Hollywood or wherever.

The elevated Hawthorne Bl option makes the most sense and I would love to use it and visit the business district/see a movie/shop/eat at one of the restaurants, work there, make it a better destination, or we would definitely use or however you want to put it.

Thank you.

Best,

Lisa Cherry

[redacted]

From:	Chuck Mitchell
To:	Board Clerk
Cc:	HollyJMitchell@bos.lacounty.gov; info@timsandoval.com; jdupontw@aol.com
Subject:	(EXTERNAL) C-Line Motion 11.1 Approving Hawthorne Blvd Option - FODear Board Clerk,
Date:	Wednesday, January 21, 2026 4:38:23 PM

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I am writing in support of Motion 11.1 Approving Hawthorne Blvd Alignment as the project for C-Line extension to Torrance.

My name is __Chuck Mitchell_____, I frequently visit family in Redondo Beach from Hemet. I am concerned because the ROW option will displace my family and they would have nowhere they can afford to go.

I support the Hawthorne route that I'll be excited to use since I have done in the past on the Red and Yellow car lines. This will improve that commercial district and make it a better destination.

Thank you.

Chuck Mitchell

From:	Angie Souza
To:	Board Clerk
Cc:	HollyJMitchell@bos.lacounty.gov; info@timsandoval.com; jdupontw@aol.com
Subject:	(EXTERNAL) C-Line motion 11.1 Approving Hawthorne BlvdOption For
Date:	Tuesday, January 20, 2026 10:55:17 PM
Importance:	High

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Dear Board Clerk
Please accept and count my written comment in support of Motion 11.1 Approving Hawthorne Blvd Alignment as the project LPA for C- line extension to Torrance
My Name is Angeline Souza of Redondo Beach at Breakwater Village and I am along the Row

The Row Hybrid option is a serious risk due high pressure fuel risk, interfere with how quick emergency response systems can respond.

I support the Hawthorne route to improve the business district and make it a better destination that I would use.

Thank you for your attention this matter.
Angeline Souza

From:	Auguste Miller
To:	Board Clerk
Cc:	Supervisor Janice Hahn (Fourth District); mayor.helpdesk@lacity.org; Metro, CLine
Subject:	(EXTERNAL) Board Meeting Thu 1/22/2026 - ITEM 11: yes to LPA - Do the right thing, listen to the experts... Use the right of way. (No to 11.1).
Date:	Tuesday, January 20, 2026 8:44:36 AM

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Dear Metro Board,

Item 11: Yes, approve LPA route, re: *2025-0818 CONSIDER: A. APPROVING the Board selected Locally Preferred Alternative (LPA)*
Item 11.1: No, do not approve a Hawthorne last minute change by Holly Mitchell...

Do the right thing, listen to the experts (your own Metro experts!)... Use the existing right of way.
Build light rail in our lifetimes.

Otherwise we need to replace the Metro board with actual leaders, who implement a true vision that benefits wider society.
Cars ruin cities, build proper transit alternatives now.

Best regards,
Auguste
[redacted]

From: Rose Rodriguez
To: Board Clerk
Subject: (EXTERNAL) 11.1 support. Hawthorne support
Date: Monday, January 19, 2026 1:55:38 PM

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Metro highlights striving for justice

ROW option makes s mockery out of those words
Lawndale 0 justice
adverse consequences
0 benefit
not geographically challenged
Lawndale travels North to LAX
not
South then East then North

From:	Ruby
To:	Board Clerk; Supervisor Holly Mitchell; Jackie Dupont-Walker; James Butts; dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.s@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; FourthDistrict@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.yaroslavsky@lacity.org; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Sbjusticealliance@gmail.com; zo@redondobeach.org
Subject:	(EXTERNAL) 11.1 Jan 22nd
Date:	Wednesday, January 21, 2026 4:42:41 PM

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Dear Metro Board Members,

First, I want to acknowledge and thank Board Members Mitchell, Sandoval, Dupont-Walker, and Butts for their leadership, careful consideration, and willingness to engage thoughtfully on the merits and risks associated with the alignment decision.

Analytical Integrity and Independent Review

Beyond physical risk, the integrity of the underlying technical record itself warrants independent scrutiny. While staff and consultants have invested significant effort over many years, the Board ultimately bears responsibility for whether the analysis supporting certification is accurate, unbiased, and internally consistent.

Residents and independent professionals have identified material discrepancies in portions of the technical work. For example, in one instance, noise monitoring locations were documented as being positioned significantly different from the stated locations, including variances on the order of approximately ninety feet in one case and forty feet in another. These are not isolated issues; there are numerous additional discrepancies that cannot reasonably be cataloged within a single email and warrant independent verification. Measurement accuracy matters because these inputs directly affect modeled impact conclusions..

In addition, retired engineer Dr. Holly Osborne and retired aerospace engineer Ray Holler have raised multiple concerns regarding mathematical assumptions, engineering measurements, and analytical methodology within portions of the project materials. These are not casual critiques; they come from individuals with deep technical training who are accustomed to

precision, validation, and error checking.

When technical inputs contain unresolved discrepancies or unverified assumptions, the resulting conclusions inherit that uncertainty. Without an independent, neutral review lens, the Board risks certifying a record that embeds avoidable analytical weakness.

Regulatory Implication:

Certification based on disputed measurements or unresolved technical discrepancies materially increases vulnerability to regulatory challenge, audit scrutiny, post-certification credibility risk, and future exposure related to the reliability of engineering analyses, benefit calculations, forecasting assumptions, and the defensibility of projected performance outcomes.

Major capital agencies succeed when project decisions align with long-term fiscal sustainability, operational reliability, environmental responsibility, and public trust. When those pillars diverge, agencies inherit avoidable downstream risk: regulatory challenges, funding uncertainty, community opposition, and erosion of institutional credibility. These are precisely the risks this Board has consistently stated it seeks to avoid across all capital programs.

The Hawthorne Boulevard alignment offers a clear and responsible path that reduces exposure across all of these dimensions. It improves access to existing commercial centers and planned housing growth, avoids placing new rail infrastructure in immediate proximity to sensitive residential receptors, schools, hazardous freight activity, and pipeline infrastructure, minimizes displacement pressure and long-term community harm, and provides a more stable platform for delivery, funding confidence, operational resilience, and public acceptance. It is the alignment that demonstrably reduces risk while delivering greater public benefit.

This decision ultimately calls for setting aside any agendas, momentum, or external pressures and exercising the duty this Board was entrusted to uphold: protecting public safety, preserving community stability, maintaining fiscal discipline, and safeguarding institutional integrity. The Board's role is to choose the alignment that best serves the public interest, not the path of least resistance.

Summary of Key Risk Considerations for Board Review

- **Residential Displacement & Quality of Life:** Irreplaceable loss of stable homes during a severe housing shortage, long-term health stress impacts, and avoidable degradation of community stability.

- **Sensitive Receptors:** Elementary and high school located approximately one block

from the corridor were not meaningfully addressed in portions of the analysis.

- **Pipeline Integrity, Soil Uncertainty & Fuel Continuity:** Active pipeline infrastructure intersects with unresolved subsurface conditions. Torrance Refinery has indicated jet fuel distribution to LAX cannot be halted, scaling risk beyond the immediate corridor.

- **Liability, Health Risk Probability & Insurance Exposure:** Increased probability of injury, health impacts, property damage, long-tail claims, higher insurance premiums, underwriting scrutiny, and embedded institutional risk over decades of operation.

- **Catastrophic Emergency Response Constraints:** Emergency access concerns involve multi-system incident scenarios, not routine service disruptions, requiring complex multi-agency coordination under constrained physical conditions.

- **Unavoidable Freight–Commuter Co-Presence in Emergencies:** Operational separation cannot fully eliminate overlap during incidents, recovery, or service restoration, increasing consequence severity.

- **Analytical Integrity & Independent Review:** Documented discrepancies in measurement accuracy and engineering assumptions identified by qualified professionals raise record defensibility concerns.

- **Governance & Regulatory Exposure:** Elevated vulnerability to regulatory scrutiny, audit review, post-certification challenge, future engineering reliability concerns, benefit modeling defensibility, and institutional credibility risk.

If this Board certifies the Hybrid ROW alignment, it places itself, starting today and well into the future, in a position of deep public distrust, heightened regulatory scrutiny, and escalating legal, operational, and financial exposure. These risks are not theoretical. They flow directly from choosing a higher-impact alignment when a demonstrably safer, lower-risk, and publicly supported alternative exists. Here, I am stating only a few of the numerous specifics.

At least three municipalities and their residents have formally urged selection of the Hawthorne Boulevard alignment. A fourth now joins that majority, based on clear, documented safety, environmental, operational, and community reasons. All of these positions were developed without the use of privately funded public relations campaigns or paid messaging. They reflect genuine community analysis and public-interest judgment, not manufactured outreach.

Importantly, the Mitchell-Sandoval-Dupont Walker motion recognizes the practical advantages of the Hawthorne Boulevard alignment, including stronger access to existing businesses, retail corridors, and regional destinations, as well as compatibility with planned growth such as the more than 600 housing units proposed within the South Bay Galleria

improvement plans. These are concrete land use and mobility benefits that support ridership, economic vitality, and long-term system value.

The human dimension of this decision cannot be minimized. The fear and housing insecurity associated with displacing even a single residential family matters, especially in today's severe housing shortage. For many residents, relocation does not mean simply finding another equivalent home. It often means losing an affordable, stable sanctuary that cannot realistically be replaced in the current market, even with assistance. The resulting long-term health consequences, loss of stability, erosion of community ties, and degradation of overall quality of life carry lasting social and human costs.

At the first re-established C-Line community meeting, following a period in which the project had been effectively dormant, a resident suffered a medical emergency. That moment underscored the real and immediate stress this process has placed on people's health and well-being.

Many individuals continue to live with ongoing fear related to displacement, safety, and long-term stability, while also confronting the significant and unavoidable impacts identified in the environmental reports. Importantly, these impacts are in fact avoidable through selection of a lower-risk alignment. These impacts are not abstract. They are already occurring.

While acquisition of commercial or industrial properties may be mitigated through established business relocation and startup assistance programs, residential displacement is fundamentally different. Homes are not interchangeable assets. Families do not simply relocate a sanctuary, social fabric, affordability, and stability in the same way a business relocates operations. Treating these impacts as comparable understates the human cost.

Beyond displacement and stress, the Hybrid ROW introduces avoidable safety and infrastructure risk. The corridor contains active pipeline infrastructure that requires long-term integrity protection, coordination, and ongoing monitoring. Any relocation, reinforcement, padding, or protective measures still intersect with subsurface conditions that have not yet been fully characterized for long-term soil integrity and cumulative disturbance risk.

The Torrance Refinery has indicated that continuous jet fuel distribution to Los Angeles International Airport cannot be halted. Any disruption, sequencing conflict, or integrity issue therefore carries implications that extend far beyond the immediate corridor, affecting regional transportation reliability and broader economic activity tied to LAX operations. These risks are not confined to a single neighborhood; they scale regionally and nationally.

An elementary school and a high school in Lawndale are located approximately one block from the corridor. These sensitive receptors were not meaningfully addressed in portions of the project's analysis, despite their obvious relevance to safety, exposure, and community protection. Overlooking nearby schools in proximity to expanded rail and freight activity

elevates both public concern and regulatory vulnerability.

In addition, the Hybrid ROW materially increases long-term liability, insurance exposure, and institutional risk. Co-locating commuter rail with hazardous freight operations, pipeline infrastructure, dense residential receptors, and nearby schools increases the probability of injury related to health impacts, property damage, and cascading claims over the life of the system are a mere few mentioned. These risks persist for decades across operations, maintenance, emergency response, and unforeseen incidents.

Emergency access considerations here are not about routine daily service disruptions or minor incidents. Considerations of catastrophic and multi-system scenarios such as derailments, pipeline integrity failures, hazardous material releases, and compounded infrastructure events requiring rapid multi-agency access, evacuation coordination, and sustained incident command under constrained physical conditions.

While operational plans contemplate spatial and temporal separation between freight and commuter activity, real-world emergency conditions inevitably create circumstances where freight movement and commuter operations overlap or converge during incidents, recovery operations, or service restoration. This co-presence cannot be fully eliminated in practice and increases both complexity and consequence severity.

From an institutional perspective, these conditions translate directly into higher long-term insurance premiums, underwriting scrutiny, claims exposure, litigation risk, and reputational vulnerability. These liabilities become embedded in Metro's operating risk profile and compound over time.

I respectfully urge the Board to advance the Hawthorne Boulevard alignment and to choose the option that reduces harm, protects residents, strengthens public trust, and positions Metro for durable long-term success.

Karen Ruby
Lawndale Stakeholder, Business Owner, Four-Generation Resident
Granddaughter, Daughter, Mother, and Grandmother
Member, South Bay Environmental Justice Alliance

From:	Ray Hollar
To:	Board Clerk; Langston, Collette
Cc:	dperry@bos.lacounty.gov; ttran@bos.lacounty.gov; tina.backstrom@lacity.org; brandon.wilson@lacity.org; randall.winston@lacity.org; brittany.montano@lacity.org; amartinez@gatewaycog.org; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; jorenstein@bos.lacounty.gov; dsittig@bos.lacounty.gov; nemerson@bos.lacounty.gov; lamont.cobb@lacity.org; andres.mata@lacity.org; bfeldman@sgvcog.org; jarrett.thompson@lacity.org; kristen.pawling@lacity.org; alice.tyree@dot.ca.gov; lorena.hernandez@dot.ca.gov; annet@southbaycities.org; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.yaroslavsky@lacity.org; councilmember.padilla@lacity.org; vahid.khorsand@lacity.org; gloria.roberts@dot.ca.gov; Tim.Sandoval@pomonaca.gov; Board Clerk; Sbjusticealliance@gmail.com
Subject:	(EXTERNAL) "FOR" 1/22/26 Board of Directors mtg Agenda Item 11.1: C Line Ext to Torrance, Hawthorne Option
Date:	Wednesday, January 21, 2026 4:57:53 PM

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Regarding Board of Directors meeting Agenda Item 11.1: C Line Extension to Torrance, **please support the motion for the Hawthorne Option**.

I am Ray Hollar, Lawndale homeowner for almost 40 years.

The Hawthorne option would be built above a noisy commercial area, where the Red Car street car used to run, while the Hybrid ROW trains would be built in my quiet residential neighborhood, with tracks located about 100 feet from my home of almost 40 years.

The Hawthorne option would take 15 months less to build than the Hybrid ROW trains. That means less disruption to the Lawndale community, less construction pollution which Metro staff says is "significant and unavoidable."

The Metro staff's weekday ridership forecast (project trips, which includes all users of the two new stations) of the Hawthorne option is 15,648 while the forecast of the Hybrid ROW is 11,579, so the Hawthorne option would produce 35% more project trips than Hybrid ROW. Since Metro staff wrote, "As more people switch to transit, fewer vehicles are observed on the highway, thus reducing overall Vehicle Miles Traveled (VMT),"** the Hawthorne option would better reduce congestion and air pollution, the desired **environmental impacts**.

There are many other reasons to favor the Hawthorne Option, but these are the most important to me.

Please support the Hawthorne Option motion.

From:	Abel Rivera
To:	Board Clerk
Subject:	(EXTERNAL) RE: Public Comment on Items 10, 11, 12
Date:	Wednesday, January 21, 2026 8:24:52 AM

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Good morning,

I would like to express my support for Item 10, specifically selecting Modified Alternative 5 as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor Project. Choosing this alternative will have numerous benefits for the entire L.A. region, and I urge the Board to prioritize the best alternative for one of the most important transportation projects in recent history. Alternative 5 will ensure fast, frequent, reliable transit connecting the Westside and Valley, with automated trains and better connections to the Metro G line, Metro ESFV Project, as well as Metrolink and the Pacific Surfliner.

Additionally, I would like to express my support for the approval of the Hybrid Alignment LPA for Item 11. I urge the board to reject Motion 11.1 by Director Mitchell to advance the Hawthorne Alignment. The Hawthorne alignment is far more expensive, and does not utilize the existing Right-Of-Way that Metro already owns. Selecting the Hybrid Alignment will ensure the South Bay gets the transit it deserves, utilizing existing freight corridors while using state-of-the-art safety technologies. Selecting the Hawthorne Alignment will lead to a large budget deficit and further delay the project with billions of missing funding. Therefore, I urge the Board to approve the Hybrid Alignment and advance the C/K Line Southern Extension.

Thank you for the opportunity to comment.

From: Nick Cardenas
To: Board Clerk
Subject: (EXTERNAL) RE: Public Comment on Items 10, 11, 12
Date: Wednesday, January 21, 2026 7:08:31 AM

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From: Felipe Maroto
To: Board Clerk
Subject: (EXTERNAL) RE: Public Comment on Items 10, 11, 12
Date: Wednesday, January 21, 2026 5:53:34 AM

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Thank you for the opportunity to comment.

From: Emilio Zequeira-Russell
To: Board Clerk
Subject: (EXTERNAL) RE: Public Comment on Items 10, 11, 12
Date: Tuesday, January 20, 2026 11:23:55 PM

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Thank you for the opportunity to comment.

From: Zyra Shelly D. Frias
To: Board Clerk
Subject: (EXTERNAL) RE: Public Comment on Items 10, 11, 12
Date: Tuesday, January 20, 2026 10:45:59 PM

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Therefore, I urge the Board to approve the Hybrid Alignment and advance the C/K Line Southern Extension.

Thank you for the opportunity to comment.

Best,
Zyra Frias

From: Moss Tucker
To: Board Clerk
Subject: (EXTERNAL) RE: Public Comment on Items 10, 11, 12
Date: Wednesday, January 21, 2026 11:00:14 AM

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Thank you for the opportunity to comment.

Sent from my iPhone

From: Meghan Mather
To: Board Clerk
Subject: (EXTERNAL) Metro Board comments for 1/22/2026 Meeting
Date: Wednesday, January 21, 2026 4:37:11 PM

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Hello Metro Board,

For item # 2025-1062, though I was and still am in favor of Alt 4, if that is not an option I am For the proposal in order to support high quality, high capacity transit between the valley and the Westside.

For item # 2025-0818, I am For it as well in order to further expand transit to the South Bay and set the stage to expand the line to Long Beach.

For item # 2026-0037, I am Against it, as the Hawthorne option will likely come with so many construction difficulties that it will potentially jeopardize the project.

For item # 2025-0985, I am For it, in order to further support the financing of Measure M programs.

For item # 2026-0035 I am For this proposal as well, as reforming the LA Metro Board to better reflect the Counties overall transit needs as opposed to the concerns of a few NIMBY's is a must.

For item # 2025-1028, I am For this proposal as well, in order to ensure Phase 2B2 of the A Line Extension to Montclair is achieved.

For item # 2025-1081, I am For this proposal as it will expand access and public participation in transit governance in critical and necessary ways.

For item # 2025-1033, I am For the proposal in order to ensure a diversity high quality transit information and travel systems for the benefit of riders.

For item # 2025-1053, I am Against the measure, as the measure is a futile attempt at avoiding necessary housing improvement the City's and County desperately need.

Thank you so much,
Oliver Mather

"*Ask not what your country can do for you—ask what you can do for your country.*"
-John F. Kennedy

From: Ryan Japan
To: Board Clerk
Subject: (EXTERNAL) Metro Board comments for 1/22/2026 Meeting
Date: Wednesday, January 21, 2026 4:36:04 PM

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Subject: (EXTERNAL) Metro Board comments for 1/22/2026 Meeting
Date: Wednesday, January 21, 2026 4:36:04 PM

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Hello Metro Board,

For item # 2025-1062, though I was and still am in favor of Alt 4, if that is not an option I am For the proposal in order to support high quality, high capacity transit between the valley and the Westside.

For item # 2025-0818, I am For it as well in order to further expand transit to the South Bay and set the stage to expand the line to Long Beach.

For item # 2026-0037, I am Against it, as the Hawthorne option will likely come with so many construction difficulties that it will potentially jeopardize the project.

For item # 2025-0985, I am For it, in order to further support the financing of Measure M programs.

For item # 2026-0035 I am For this proposal as well, as reforming the LA Metro Board to better reflect the Counties overall transit needs as opposed to the concerns of a few NIMBY's is a must.

For item # 2025-1028, I am For this proposal as well, in order to ensure Phase 2B2 of the A Line Extension to Montclair is achieved.

For item # 2025-1081, I am For this proposal as it will expand access and public participation in transit governance in critical and necessary ways.

For item # 2025-1033, I am For the proposal in order to ensure a diversity high quality transit information and travel systems for the benefit of riders.

For item # 2025-1053, I am Against the measure, as the measure is a futile attempt at avoiding necessary housing improvement the City's and County desperately need.

Thank you so much.

From: Meghan Mather
To: Board Clerk
Subject: (EXTERNAL) Metro Board comments for 1/22/2026 Meeting
Date: Wednesday, January 21, 2026 4:37:11 PM

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For item # 2025-1053, I am Against the measure, as the measure is a futile attempt at avoiding necessary housing improvement the City's and County desperately need.

Thank you so much,
Oliver Mather

"*Ask not what your country can do for you—ask what you can do for your country.*"
-John F. Kennedy

From: Ryan Japan
To: Board Clerk
Subject: (EXTERNAL) Metro Board comments for 1/22/2026 Meeting
Date: Wednesday, January 21, 2026 4:36:04 PM

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For item # 2025-1053, I am Against the measure, as the measure is a futile attempt at avoiding necessary housing improvement the City's and County desperately need.

Thank you so much.

January 21, 2026

Subject: 1/22/26 Board Meeting, Item 33 from Executive Management Committee: Oppose

Dear Metro Board Members,

As supporters of both SB 79 and SB 677, we write to express our **strong opposition to item 33** brought to the board by the Executive Management Committee, which recommends that Los Angeles Metro oppose SB 677 unless amended. The lack of

alignment across California between high-capacity transit investments and housing density is exacerbating our housing crisis, driving carbon emissions, threatening the sustainability of our transit agencies by limiting ridership, and preventing equitable access to public transportation. SB 79 addresses these linked policy crises by raising the floor on the types of housing that are permitted within very close proximity to the state's highest-capacity transit stops, including LA Metro's rail and Bus Rapid Transit lines.

In his signing statement for SB 79, Governor Newsom said the following: "For too long, California has poured billions into transit without building the housing density needed for those systems to meet their potential. SB 79 helps change that by focusing more homes near rail stations – boosting ridership, cutting traffic and pollution, lower household costs, and expanding access to jobs, schools, and services."

Metro should be commended for moving forward the most ambitious expansion of transit in the country. So too does the agency deserve praise for its Joint Development Program, which our organizations strongly support. But the Joint Development Program cannot, on its own, come anywhere close to meeting the need for housing near Metro stations. The Joint Development Program must be complemented by robust housing development on private land. Unfortunately, local governments have not adopted flexible enough zoning regulations to meet housing needs near transit, particularly in high opportunity areas. That is why SB 79 is so necessary.

We respect the intent of trying to shield the delivery of transit from the tricky and contentious politics of housing but the Metro staff report's recommendation to exempt or delay implementation in LA County is a total non-starter, and would have a tremendously negative impact on Metro's own riders. As staff note, LA's ridership is overwhelmingly low-income and transit-dependent. Blocking SB 79 in LA County would prevent many of these riders from living within walking distance of transit, increasing commute times and creating additional hardship for a vulnerable population. Delaying effectuation until transit stations are in service is also antithetical to the goal of increasing access to transit. Housing development is a time-intensive process. If our region has chosen to spend billions of dollars on a major transit project, and selected an alignment through a public process, we should be building housing near those stations in anticipation of their arrival.

SB 79 is a vital tool to support transit ridership and access, not undermine it. As such, Metro should be looking for opportunities to embrace the policy rather than block its implementation. We welcome opportunities to engage with Metro on ways to clarify SB 79's intent, via SB 677. But opposing SB 677 unless it guts SB 79's implementation in LA County is unserious and would move us backward as a region. Please reject the

Executive Management Committee recommendation drafted by staff and instead engage with the author and sponsors of SB 677 on constructive changes that clarify the law's intent and make it easier to implement.

Sincerely,

Scott Epstein
Director of Policy and Research
Abundant Housing LA

Brianna Egan
Chapter Lead
South Bay Forward

Marc Vukcevich
Director of State Policy
Streets For All

Mahdi Manji
Director of Public Policy
Inner City Law Center

Katie Hill
Chief Executive Officer
Union Station Homeless Services

Zachary Pitts
LA Director
YIMBY Action

Joseph Cohen May
Los Angeles Housing Production Institute

Thomas Irwin & Brendan Regulinski
Chapter Co-Chairs
Eastside Housing for All

Brandon Whalen-Castellanos, AICP
Chapter Lead
San Fernando Valley for All

Leslie Ridings & Bobby Garrity,
Chapter Co-Leads
Downtown LA for All

Mike Canavan
Chapter Lead
Abundant Housing Pasadena

Davis Read
Chapter Lead
AHLA Koreatown

Anders Johnson
Chapter Lead
Trojans for More Housing

Billy Taylor
Chapter Lead
Sunset Abundant Housing

Chris Rhie
Chapter Lead
Urban Environmentalists Los Angeles

Toby Muresianu
Chapter Lead
Westside for Everyone

Thomas Irwin
Director
Faith and Housing Coalition

Emmanuel Alcantar
South LA Solid
Chapter Lead

Alborz Mohtashami
Chapter Lead
Alhambra Urbanists

Henry Houser
Chapter Lead
Student HOMES Coalition at UCLA

Monica Rivera
Chapter Lead
Abundant Housing Gateway Cities

Martha Morales
Chapter Leader
Claremont Housing

Tyler W. Laferriere-Holloway
Steering Committee Chair
LA New Liberals

Alex Arellano
Chapter Lead
Everybody's Long Beach

Eddy Polon
Chapter Lead
Burbank Abundant Housing

From: Jake Berman
To: Board Clerk
Subject: (EXTERNAL) File # 2025-1053 - Item 33
Date: Friday, January 16, 2026 4:41:51 AM

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To the Metro Board:

I am the author of the book *The Lost Subways of North America*, and have lectured on transit-oriented development in dozens of cities across the country. I urge you to reject the staff recommendation on Item 33. The current iteration of SB677 consists of uncontroversial technical cleanup to the SB79, the Governor's major rezoning bill from last year which legalizes apartment buildings near transit.

The staff's recommendation - oppose SB677, because SB79 should be repealed for Los Angeles - is completely wrong. Transit and dense housing go together like chips and salsa. One is not truly complete without the other. In claiming that SB79 makes it harder to build new transit, the staff forget the lessons of the Green Line construction in the 1990s: building high capacity transit infrastructure without dense land use is a recipe for empty trains and buses.

Sincerely,

Jake Berman
--

From: Michael Webster
To: Board Clerk
Subject: (EXTERNAL) item 33
Date: Friday, January 16, 2026 6:38:00 AM

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Dear Metro -

I am writing to strongly oppose the staff report for item 33!

SB79 is *critical* for both housing and transit here in Los Angeles!

I have visited Seoul and Paris this year and had a chance to see what density + transit can mean for the life of a city! For a transit acency to oppose SB79 is frankly madness, please please reconsider.

From: Justin Chai
To: Board Clerk
Subject: (EXTERNAL) Jan 22, 2026 Board Meeting Comment FOR C Line Extension & Opposition of SB 79 Exemption
Date: Monday, January 19, 2026 10:10:03 AM

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To the Metro Board-

About Item #11 on Thursday's meeting on Jan 22, 2026, I am writing this email to provide support FOR the C Line Extension to the Torrance Project. This line that will be named as the K Line is an extension project that will support many residents' abilities to access more areas within the South Bay more easily and efficiently, removing many transportation barriers to getting to Redondo and Torrance without an automobile.

I urge the board to move forward with approving the project and helping residents increase accessibility.

Furthermore, concerning item 33 on the agenda, I am in support FOR the SB 677 adoption and urge the board to APPROVE the adoption of the SB in order to provide some clarity on how to move forward with housing development around transit zones. Thank you!

--
Best,
Justin Keith Chai
[redacted]

From: Jo Cherbonnier
To: Board Clerk
Subject: (EXTERNAL) General Comment Regarding SB79
Date: Monday, January 19, 2026 12:37:53 PM

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Hello,

I'm a resident of Los Angeles County who frequently uses Metro trains. I've recently learned that Metro is pushing to have LA County be exempt from SB79, and I cannot emphasize enough my confusion at this. SB79 would highly benefit Metro, increasing ridership and in turn, bringing very needed funds in (especially as the Trump administration currently withholds federal funding). The only reason I can see to oppose SB79 is to appease a vocal minority that doesn't want dense housing built in their neighborhoods.

And if that's the case, I find it incredibly disheartening that Metro would prioritize the wants of a small number of individuals over the needs of the greater community of Los Angeles. This city is in a housing crisis. The demand for housing is only sky-rocketing with very little increase in supply, which will continue to fuel rent inflation.

It's also currently hard to find housing near Metro stations. Many Metro stations are surrounded by single-family units and industrial complexes, which makes options very limited for those who rely on public transit (and those who want to rely on public transit). With endless traffic, constant smog, and the greater threat of climate change, I have to hope it would be a priority of Metro to work for an LA that relies less on cars. And objecting high-density housing by Metro stations does only the opposite.

I really hope the Metro Board will reconsider and support SB79.

Thank you,
Joseph Cherbonnier
[redacted].

From: Brandon Curran
To: Board Clerk
Subject: (EXTERNAL) Do not water down SB79!
Date: Monday, January 19, 2026 12:40:02 AM

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From: Garry Rosenblum
To: Board Clerk
Subject: (EXTERNAL) No watering down of SB79!
Date: Saturday, January 17, 2026 11:20:30 AM

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Hello:

It goes without saying that we are in a housing and affordability crisis in this city, not to mention a climate disaster that we've seen is all too real for us in the region. SB79 goes a long way to not only build the dense housing that we desperately need, but also to do it near transit so we can stop the car reliance that takes hundreds of dollars from us every month. This is an environmental issue, and it is for the future of our city. If you care about our city and our region, you will support SB79 as it is and start building the housing and transit we are asking for!

Thank you,
Garry

From: j cretella
To: Board Clerk
Subject: (EXTERNAL) Public comment on file # 2025-1053, Item 33
Date: Friday, January 16, 2026 11:43:39 AM

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Hello Metro Board,

I am writing with a public comment on file # 2025-1053, Item 33. I am shocked and appalled to see discussion that Metro staff is encouraging Metro to publicly oppose SB79, a bill (already passed) that will help transform California housing and help build badly needed homes and lower housing costs for all. It is baffling that Metro, an agency FOCUSED ON TRANSIT, would try to push the state to repeal a law that will make it easier for HOUSING TO BE BUILT ON TRANSIT LINES. SB79 is a win-win for Metro: it will encourage more ridership (by placing more residents on bus/transit lines) and help lower costs for Metro employees (who are burdened, like many other renters in Los Angeles, by high housing costs and long commutes).

Los Angeles's leadership has taken shameful and self-sabotaging attitudes towards SB79, from the mayor's office through City Council. It is deeply embarrassing to see Metro staff recommend Metro do the same. I encourage the Metro board to strongly oppose the staff recommendation in Item 33. If they sign off on this recommendation, the Metro board should be immediately replaced with members who understand the double urgency of tackling transit and housing issues together. Metro should be a leading advocate for expanding housing on transit lines. If the board takes up the staff recommendation, they have truly failed Metro's mission.

josh cretella
[redacted]

From: Alex Waggoner
To: Board Clerk
Subject: (EXTERNAL) Comments for Jan. 22nd Meeting
Date: Saturday, January 17, 2026 10:59:49 AM

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To the Board,

I would like to express my support for building LPA 5 in the Sepulveda Transit corridor. As a daily rider of various Metro Rail lines and someone who used to commute through this corridor every work day, I understand how important this route through the mountains is to my neighbors. We owe it to our city and region's future to build the highest capacity and most sustainable infrastructure we can. The LPA 5 is that route. Please approve it.

Also I would like to encourage the board to vote in favor of the C (Now K) Line Extension using the hybrid alignment rather than the one along Hawthorne Blvd. Metro already owns the land for the hybrid alignment making this route cheaper. It connects to an existing transit center and it provides rail to the South Bay cheaper and probably sooner. The alignment along Hawthorne requires more complicated and expensive construction, a complicated interaction with CalTrans, and because of this it will take longer and be significantly more expensive. The South Bay deserves better.

Lastly I'm disappointed that the board is trying to get LA excused from its obligations under SB79. Having just purchased a condo in LA I am of the opinion that we have a massive shortage of housing here and this has driven rent and house prices through the roof. My wife and I are very privileged that we were able to afford this and I wish that extreme privilege wasn't required to live here comfortably. I love it here. I want more people to be able to live here. Please drop your opposition to this law and do everything you can to help LA County make it successful.

Thank you for your time,
-Alex Waggoner

From: S. Higa
To: Board Clerk
Subject: (EXTERNAL) Comments on South Bay extension
Date: Saturday, January 17, 2026 3:19:15 PM

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Hello,

I would like to voice my support for the Hybrid LPA for the South Bay extension project. I believe the detractors for this project are acting in BAD faith, and do not want any line at all. The hawthorne option will cost more and take longer to build, it does not make sense. Use metro's hybrid right of way please!!!

I also do not support any restriction ot watering down of SB79. The city is in a housing crisis, with a clear lack of housing supply. I know many young talented bright individuals in this city who cannot afford a home. Do not destroy their American Dream!!!

Thank you,

Skye Higa
[redacted]

[redacted]

From: Diego Celaya
To: Board Clerk
Subject: (EXTERNAL) Torrance K Line, Sepulveda Line, and SB79
Date: Saturday, January 17, 2026 5:25:50 PM

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Hello,

My name is Diego Celaya. I live in Culver City. I have been without a car for about a year. The LA transit system has made it so I can get around to certain places when I need to. The system is decent but could be so much better.

The K line should definitely be extended to Torrance. The route follows an existing rail line. It would help people to travel easier and make parts of the city better connected.

The Sepulveda line should definitely be Alt 5.

And do not change or water down anything about SB79. It will revitalize our city.

Thank you,
Diego

From: alepdlc@everyactioncustom.com on behalf of Alejandra Ponce de Leon
To: Board Clerk
Subject: (EXTERNAL) Opposition to Item 33 from Executive Management Committee: Oppose
Date: Tuesday, January 20, 2026 1:05:31 PM

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Dear LA Metro Board Clerk,

I stand with Abundant Housing LA to express my strong opposition to item 33 brought to the board by the Executive Management Committee, which recommends that Los Angeles Metro oppose SB 677 unless amended.

The lack of alignment across California between high-capacity transit investments and housing density is exacerbating our housing crisis, driving carbon emissions, threatening the sustainability of our transit agencies by limiting ridership, and preventing equitable access to public transportation. SB 79 addresses these linked policy crises by raising the floor on the types of housing that are permitted within very close proximity to the state's highest-capacity transit stops, including LA Metro's rail and Bus Rapid Transit lines.

In his signing statement for SB 79, Governor Newsom said the following: "For too long, California has poured billions into transit without building the housing density needed for those systems to meet their potential. SB 79 helps change that by focusing more homes near rail stations – boosting ridership, cutting traffic and pollution, lower household costs, and expanding access to jobs, schools, and services."

Metro should be commended for moving forward the most ambitious expansion of transit in the country. So too does the agency deserve praise for its Joint Development Program, which our organizations strongly support. But the Joint Development Program cannot on its own come anywhere close to meeting the need for housing near Metro stations. The Joint Development Program must be complemented by robust housing development on private land. Unfortunately, local governments have not adopted flexible enough zoning regulations to meet housing needs near transit, particularly in high opportunity areas. That is why SB 79 is so necessary.

The Metro staff report's recommendation to exempt or delay implementation in LA County is a total non-starter, and would have a tremendously negative impact on Metro's own riders. As staff note, LA's ridership is overwhelmingly low-income and transit-dependent. Blocking SB 79 in LA County would prevent many of these riders from living within walking distance of transit, increasing commute times and creating additional hardship for a vulnerable population. Delaying effectuation until transit stations are in service is also antithetical to the goal of increasing access to transit. Housing development is a time-intensive process. If our region has chosen to spend billions of dollars on a major transit project, and selected an alignment through a public process, we should be building housing near those stations in anticipation of their arrival.

SB 79 is a vital tool to support transit ridership and access, not undermine it. As such, Metro should be looking for opportunities to embrace the policy rather than block its implementation. I would welcome Metro engaging with the author and sponsors of SB 677 on ways to clarify SB 79's intent. But opposing SB 677 unless it guts SB 79's implementation in LA County is unserious and would move us backward as a region. Please reject the Executive Management Committee recommendation drafted by staff and instead engage with the author and sponsors of SB 677 on constructive changes that clarify the law's intent and make it easier to implement.

Sincerely,
Alejandra Ponce de Leon
[redacted]

[redacted]

From: Daniel Gottesman
To: Board Clerk
Subject: (EXTERNAL) Comments for This Week"s Meeting
Date: Tuesday, January 20, 2026 1:01:56 PM

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Hello,

I'd like to write in support of the following items for the board meeting this week:

1. The Hybrid alignment for the K Line south extension will provide fantastic transit access to the South Bay at a reasonable cost. Killing this project or burdening it with extra costs would be a disaster for the region. Please keep this project moving forward!

2. The hybrid Alt 5 routing for the Sepulveda line looks great, please move this project forward!

3. SB79 provides much-needed housing for the region, please end your opposition to this fantastic bill.

Thank you very much for your consideration,
Daniel

From: gabriel.arellano85@everyactioncustom.com on behalf of Gabriel Arellano
To: Board Clerk
Subject: (EXTERNAL) Opposition to Item 33 from Executive Management Committee: Oppose
Date: Tuesday, January 20, 2026 3:32:37 PM

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Dear LA Metro Board Clerk,

I stand with Abundant Housing LA to express my strong opposition to item 33 brought to the board by the Executive Management Committee, which recommends that Los Angeles Metro oppose SB 677 unless amended.

It is a disgrace for a PUBLIC TRANSIT AGENCY to reject this bill. The lack of alignment across California between high-capacity transit investments and housing density is exacerbating our housing crisis, driving carbon emissions, threatening the sustainability of our transit agencies by limiting ridership, and preventing equitable access to public transportation. SB 79 addresses these linked policy crises by raising the floor on the types of housing that are permitted within very close proximity to the state's highest-capacity transit stops, including LA Metro's rail and Bus Rapid Transit lines.

In his signing statement for SB 79, Governor Newsom said the following: "For too long, California has poured billions into transit without building the housing density needed for those systems to meet their potential. SB 79 helps change that by focusing more homes near rail stations – boosting ridership, cutting traffic and pollution, lower household costs, and expanding access to jobs, schools, and services."

Metro should be commended for moving forward the most ambitious expansion of transit in the country. So too does the agency deserve praise for its Joint Development Program, which our organizations strongly support. But the Joint Development Program cannot on its own come anywhere close to meeting the need for housing near Metro stations. The Joint Development Program must be complemented by robust housing development on private land. Unfortunately, local governments have not adopted flexible enough zoning regulations to meet housing needs near transit, particularly in high opportunity areas. That is why SB 79 is so necessary.

The Metro staff report's recommendation to exempt or delay implementation in LA County is a total non-starter, and would have a tremendously negative impact on Metro's own riders. As staff note, LA's ridership is overwhelmingly low-income and transit-dependent. Blocking SB 79 in LA County would prevent many of these riders from living within walking distance of transit, increasing commute times and creating additional hardship for a vulnerable population. Delaying effectuation until transit stations are in service is also antithetical to the goal of increasing access to transit. Housing development is a time-intensive process. If our region has chosen to spend billions of dollars on a major transit project, and selected an alignment through a public process, we should be building housing near those stations in anticipation of their arrival.

SB 79 is a vital tool to support transit ridership and access, not undermine it. As such, Metro should be looking for opportunities to embrace the policy rather than block its implementation. I would welcome Metro engaging with the author and sponsors of SB 677 on ways to clarify SB 79's intent. But opposing SB 677 unless it guts SB 79's implementation in LA County is unserious and would move us backward as a region. Please reject the Executive Management Committee recommendation drafted by staff and instead engage with the author and sponsors of SB 677 on constructive changes that clarify the law's intent and make it easier to implement.

Sincerely,
Gabriel Arellano

[redacted]

From: Mathew Millen
To: Board Clerk
Subject: (EXTERNAL) Comments 1/22/2026 Metro Bd Meeting Item #33
Date: Tuesday, January 20, 2026 3:19:05 PM

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I support the Board's position to Oppose SB 677

Mathew Millen
[redacted]

From: K Pulungan
To: Board Clerk
Subject: (EXTERNAL) Re: I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 11:55:15 PM

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As for Item 33, I want to add that SB 79 will generate revenue badly needed by Metro. If we don't want to end up like other transit agencies around the nation that are facing fiscal cliffs, we need new revenue and ridership drivers. SB 79-enabled housing will greatly boost Metro's position.

On Tue, Jan 20, 2026 at 11:49 PM K Pulungan <kpulungan@gmail.com> wrote:

> Dear Metro Board:
>
> I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to a vocal few. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support the majority of South Bay people, and the staff's recommendation, and vote no on 11.1. As I said before, as someone who works in aerospace, this project will be crucial to connecting job centers for such an important industry of LA to the rest of LA, enabling opportunities for people who work in aerospace and live around LA, who want to work in the South Bay's important aerospace industry. It is of national importance that this project gets going ASAP, due to these jobs in the area.
>
> I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.
>
> I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system. I recognize that there are concerns about voices opposed to housing that will now be opposed to transit, but I guarantee you, the same people against housing are already basically the same people opposed to transit projects.
>
> Thank you.

From:	Owen Eckert Taylor
To:	Board Clerk
Subject:	(EXTERNAL) Thursday: Support Item 10, Support Item 11, and oppose Item 33!
Date:	Tuesday, January 20, 2026 9:16:55 PM

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Dear Metro Board,

I am writing to voice my opinions on some of the items at the upcoming Metro Board meeting this Thursday. I was born and grew up in Los Angeles and am currently a City Planning student at Cal Poly San Luis Obispo.

I support Item 10. The Modified Alternative 5 for the Sepulveda Transit Corridor is a great alternative for what may become the most important line in our entire network. The staff were right to recommend this alternative.

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance. To pass item 11.1 would be to cave to a small group of loud opponents who do not actually reflect public opinion about our public transit. Metro already owns the ROW; we should avoid delaying the project by years and spending hundreds of millions of more dollars. Please support staff's recommendation, and vote no on 11.1.

Finally, I oppose Item 33. SB 79 is the law in California, to ask for an exemption is ridiculous and will limit us from creating more housing around transit stops which will increase ridership and ease the housing crisis.

Thank you for your consideration,
Owen Taylor

From: Christophe LaBelle
To: Board Clerk
Subject: (EXTERNAL) Support for item 10, and Oppose item 33!
Date: Tuesday, January 20, 2026 11:33:56 PM

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Dear Metro Board:

I am a longtime resident of Los Angeles County who has lived in communities across the cities of Los Angeles and Pasadena (my hometown), as well as unincorporated area. I am also a tenant and work for a large employer in Los Angeles.

As you take up any and all items before you, please stay focused on ways to support an environmentally sustainable and more affordable quality of life in our region. In particular for the January 22 meeting, I ask that you take the following actions:

On Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor. We need to continue with bold, impactful rail system development that increases transit ridership while being cost-effective.

On Item 33 - please do not move forward with exploring ways to undermine SB 79. This law will help generate denser and more compact development that is crucial to more affordable housing and higher public transit ridership.

Thank you,

Christophe LaBelle
[redacted]

From: Matthew Monson
To: Board Clerk
Subject: (EXTERNAL) Public Comment: 1/22 Board Meeting, Item 33
Date: Tuesday, January 20, 2026 8:55:44 PM

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Dear Board Members,

I am writing to urge you NOT to oppose SB 79, regardless of any amendment. This is a hugely important bill, which will go a long way toward making Los Angeles a much more livable city, and the efforts to undermine it are frankly embarrassing.

This is the second-largest city in the country, and it's been treated like one giant suburb for far too long. Upzoning near the transit we *do* have is a small but necessary step in weaning this city off its disgusting and dangerous car dependency, and it's about time we did the right thing regardless of the NIMBYs.

Sincerely,
Matt Monson

From:	Dakota Abernathy
To:	Board Clerk
Subject:	(EXTERNAL) Public comment for 1/22/206 meeting in support of HYBRID ALIGNMENT for C line and ADOPTION of SB79
Date:	Tuesday, January 20, 2026 5:58:56 PM
Attachments:	metro_letter_front.pdf metro_letter_back.pdf

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Dear LA Metro Board,

I am writing to express my full support for the Hybrid LPA alignment for the C Line. The proposed right of way already exists and already includes an active rail corridor, making it the most cost-effective option and, by a significant margin, the quickest to construct. This alignment reflects years of careful planning and collaboration. I respectfully urge you not to undo the substantial progress that has already been made or delay the construction.

In addition, I respectfully request that you initiate the FEIR for the modified LPA of the S Line as soon as possible. There is no clear justification for additional delays or for increasing project costs when a viable and well-vetted option is already available.

Finally, I strongly encourage you to adopt SB79 as written, without modifications or dilution. SB79 is a critical tool for enabling the transit-oriented development necessary to address our ongoing housing challenges and to significantly improve the effectiveness and ridership of the Metro system. Weakening this legislation would undermine its purpose and the broader regional benefits it is intended to deliver.

Please see our attached letter signed by our friends and community members who will be unable to come to the meeting but still wish for their voices to be counted.

Thank you for your time and consideration,

-Friends of LA Metro

From: Matt Ruscigno
To: Board Clerk
Subject: (EXTERNAL) Please oppose item 33!
Date: Tuesday, January 20, 2026 5:44:57 PM

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Dear Metro Board:

I oppose Item 33. SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for LA County.

In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system!

Thank you,
Matthew Ruscigno, MPH, RD
[redacted]

From: Meghan Mather
To: Board Clerk
Subject: (EXTERNAL) Metro Board comments for 1/22/2026 Meeting
Date: Wednesday, January 21, 2026 4:37:11 PM

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Hello Metro Board,

For item # 2025-1062, though I was and still am in favor of Alt 4, if that is not an option I am For the proposal in order to support high quality, high capacity transit between the valley and the Westside.

For item # 2025-0818, I am For it as well in order to further expand transit to the South Bay and set the stage to expand the line to Long Beach.

For item # 2026-0037, I am Against it, as the Hawthorne option will likely come with so many construction difficulties that it will potentially jeopardize the project.

For item # 2025-0985, I am For it, in order to further support the financing of Measure M programs.

For item # 2026-0035 I am For this proposal as well, as reforming the LA Metro Board to better reflect the Counties overall transit needs as opposed to the concerns of a few NIMBY's is a must.

For item # 2025-1028, I am For this proposal as well, in order to ensure Phase 2B2 of the A Line Extension to Montclair is achieved.

For item # 2025-1081, I am For this proposal as it will expand access and public participation in transit governance in critical and necessary ways.

For item # 2025-1033, I am For the proposal in order to ensure a diversity high quality transit information and travel systems for the benefit of riders.

For item # 2025-1053, I am Against the measure, as the measure is a futile attempt at avoiding necessary housing improvement the City's and County desperately need.

Thank you so much,
Oliver Mather

"*Ask not what your country can do for you—ask what you can do for your country.*"
-John F. Kennedy

From: Ryan Japan
To: Board Clerk
Subject: (EXTERNAL) Metro Board comments for 1/22/2026 Meeting
Date: Wednesday, January 21, 2026 4:36:04 PM

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For item # 2025-1053, I am Against the measure, as the measure is a futile attempt at avoiding necessary housing improvement the City's and County desperately need.

Thank you so much.

From: Yonah Gereboff
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 4:59:46 PM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Yonah Gereboff

From: AJ
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 5:40:04 PM

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Dear Metro Board:

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I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,

AJ cho

Sent via Wildhero - email that plants trees.

From: Dani Pravder
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 5:40:39 PM

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Dear Metro Board:

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I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Danny Pravder
[redacted]

From: Gabbie Metheny
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 5:42:41 PM

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Dear Metro Board:

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I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,

Gabbie Metheny

From: Michael Etzel
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 5:54:55 PM

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Dear Metro Board:

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I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Michael Etzel
[redacted]

From: Jeff Cannon
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 5:58:36 PM

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Dear Metro Board:

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I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Jeff Cannon
[redacted]

From: Dustin Shahan
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 5:58:59 PM

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Dear Metro Board:

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I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Dustin Shahan

From: Sam Shapiro-Kline
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 6:01:56 PM

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Dear Metro Board:

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Thank you,
Samuel Shapiro-Kline

From: Colin Warn
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 6:07:08 PM

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Dear Metro Board:

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I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Colin Warn

From: Isaac Poplin
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 6:19:54 PM

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Thank you,
Isaac Poplin
[redacted]

From: Antonio Garza
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Tuesday, January 20, 2026 6:25:55 PM

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Thank you,
Antonio Garza
[redacted]

From: Brenda Nuyen
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 7:11:47 AM

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I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Brenda Nuyen

From: Kandy Valdez
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 9:19:42 AM

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Thank you,
Kandy Valdez
[redacted]

From: Kandy Valdez
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 9:19:42 AM

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I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Kandy Valdez
[redacted]

From: Britney Baker
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 9:23:51 AM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,

Britney B.
[redacted]

From: Tisha Tuong
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 9:35:27 AM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Tisha

From: Nathan Schilling
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 9:48:07 AM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBYs, the majority of whom have not read the report. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 11. The LPA is a good compromise between local interests and transit rider interests. It gets us what we need in a not unreasonable amount of time and for significantly lower cost.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor. The automated heavy rail technology in this proposal has the potential to cause a modal shift in the region, getting a significant number of people out of their cars and greatly reducing traffic on the 405. We need this project to tie the region together.

I oppose Item 33. I campaigned in support of SB-79. I find it appalling that the metro board has decided to act with cowardice on this issue. Metro claims to be already building housing - plans are for 10,000 units. This is comically low. We need at least 100,000 or 1,000,000 units in Metro's jurisdiction to address the crushing housing affordability crisis we face in LA county. SB-79 empowers state and county officials to make those sweeping, necessary changes. Metro staff are concerned that SB-79 interferes with, or in some cases destroys, local partnerships that Metro builds to get transit projects done. This is a valid concern, but I think Metro board members fail to grasp that new partnerships can be forged; such as with community groups who support transit AND housing.

Instead of looking to the future, board members seem fixated on the past in this case; past community groups and past supporters. In dark times such as these, given the reckless actions of the current presidential administration, courage can be hard to find. But courage is like a muscle; the more you use it, the stronger it gets. This is one such time to exercise courage, courage for a brighter future where LA county does not face a housing affordability crisis, where Metro has increased political will for projects from other community groups like Streets for All, and where we can realize the promise of a brighter future for all Angelinos.

For these reasons, I hope the board decides to reject Item 33 - for a potential brighter future for

all Angelinos.

Thank you,
Nathan Schilling
[redacted]

From: Taylor Fife
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 10:04:48 AM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Taylor Fife
[redacted]

From: bbt240@gmail.com
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 10:07:09 AM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor. Alternative 5 will be extremely important for commuters getting from the valley to the westside and those working at UCLA, one of the largest employers in LA county.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system. Metro has a lot to gain from SB-79, both on current existing transit lines and future lines. Letting the fear of dense housing near transit stations dictate decisions is a losing strategy, please follow SB-79.

Thank you,
Brandon Taraku
[redacted]

From: Matthew Litwiller
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 10:09:41 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Matthew Litwiller
[redacted]

From: Paul Judah
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33
Date: Wednesday, January 21, 2026 10:53:27 AM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership. Support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
David Paul Judah
[redacted]

From:	Graham Messadieh
To:	Board Clerk
Subject:	(EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date:	Wednesday, January 21, 2026 10:57:49 AM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Graham Messadieh

From: Kiersten Stanley
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 11:01:48 AM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor. This is a great project and if there are opportunities to speed this up (and the K-line Northern Extension) we should absolutely pursue them. I also look forward to seeing more automatic trains with world-class runtimes added throughout the Metro system.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system. Los Angeles is facing a historic, self-inflicted housing crisis that is particularly affecting young families and homeowners like me. Opposing SB-79 is irresponsible, backwards, and embarrassing. We need more dense housing around transit, and Metro of all organizations should support that goal.

Thank you,
Kiersten Stanley
[redacted]

From:	Reed Hazen
To:	Board Clerk
Subject:	(EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date:	Wednesday, January 21, 2026 11:20:40 AM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Reed Hazen
[redacted]

From: Josh Graybill
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 11:53:51 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,

Josh Graybill
[redacted]

From: Wesley Rowe
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 12:20:16 PM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Wesley Rowe
[redacted]

From: John Trang
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 4:10:11 PM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. If Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system. Furthermore, if Metro tried to get an exemption, it would undoubtedly lead to litigation, which the taxpayers will pay for.

We need a Metro Board that makes hard decisions that serves LA County as a whole and and not wilt to the whims of a small albeit loud cohort of NIMBYs.

Thank you,
John Trang
[redacted]

From: Luis Garcia
To: Board Clerk
Subject: (EXTERNAL) I oppose item 11.1, support item 11, support item 10, and oppose item 33!
Date: Wednesday, January 21, 2026 4:14:39 PM

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Dear Metro Board:

I support Item 11 and oppose the last minute attempt (Item 11.1) to derail the C Line Extension to Torrance by caving to NIMBY pressure. Metro already owns the ROW, and we should not delay the project by years and spend an extra $700M to get worse ridership! Please support staff's recommendation, and vote no on 11.1.

I support Item 10 - please support staff's recommendation on the Modified Alternative 5 route for the Sepulveda Transit Corridor.

I oppose Item 33 - SB-79 is law in California, and it makes Metro look absurd to ask for an exemption for L.A. County. In fact, if Metro embraced SB-79 and more housing was built around Metro stops, it would lead to higher ridership of the system.

Thank you,
Luis R Garcia Chavez
[redacted]

Best,

From:	Greg Johnson
To:	Board Clerk; HollyJMitchell@bos.lacounty.gov
Cc:	Megan Laffey
Subject:	(EXTERNAL) Hawthorne Residents "Support for C Line Extension via Freight ROW, SB-79, and Mod Alt 5 on the Sepulveda Corridor
Date:	Tuesday, January 20, 2026 8:33:49 PM

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Dear Metro Board Members & Holly Mitchell (our representative),

We are writing to express our support for several critical policy and project decisions that will shape the long-term effectiveness, equity, and sustainability of Los Angeles County's transit system. Specifically, we wish to:

1. support extending the C Line along the existing freight railroad right-of-way,
2. express opposition to Metro's current stance opposing SB-79, and
3. strongly support the use of heavy rail for the proposed Sepulveda Transit Corridor.

Item 11 - Support for the C Line Extension via the Freight Right-of-Way

Extending the C Line by utilizing the existing freight railroad right-of-way represents a pragmatic, cost-effective, and community-sensitive approach to expanding high-capacity transit. Reusing an established corridor minimizes displacement, reduces environmental impacts, shortens delivery timelines, and lowers right-of-way acquisition costs. It also makes use of infrastructure that has long been designated for transportation purposes, aligning with best practices in urban rail planning.

While some opposition has been raised by a relatively small number of nearby residents, it is important to recognize that this corridor has been actively used for freight rail operations for decades. Individuals who chose to purchase or rent property adjacent to this right-of-way did so with the knowledge that it was an existing transportation corridor with ongoing rail activity. Adapting such corridors for passenger rail, often with quieter, cleaner, and more predictable operations than freight, represents an incremental and reasonable evolution of land use rather than a fundamentally new intrusion that will displace dozens of businesses and homes.

Allowing a minority opposition to derail or significantly delay projects that rely on long-established transportation corridors risks setting a precedent that undermines the region's ability to deliver critical infrastructure. The broader public benefits of improved mobility, reduced congestion, far more cost savings, enhanced regional connectivity, and lower greenhouse gas emissions should remain the guiding criteria for decision-making, particularly when impacts are mitigated and displacement is avoided.

Opposition to Metro's Opposition of SB-79

We are concerned by Metro's opposition to SB-79, which would promote transit-oriented development near high-quality transit corridors. Aligning land use with transportation investments is essential to achieving Metro's stated goals of increasing ridership, reducing vehicle miles traveled, and meeting climate targets. SB-79 would help ensure that public investments in transit are supported by housing and job density, improving system efficiency and rider convenience while addressing the region's severe housing shortage. Rather than viewing this legislation as a constraint, Metro should see it as a complementary tool that strengthens the long-term return on transit investments and supports more livable, walkable communities.

Item 10 - Support for Modified Alt 5 Heavy Rail on the Sepulveda Transit Corridor

Finally, we strongly support the use of heavy rail for the Sepulveda Transit Corridor, and specifically the Modified Alt 5 alignment. This corridor represents one of the most congested travel paths in the nation and demands a solution that offers true grade separation, high speed, and high passenger capacity. While alternatives (or heaven forbid a no-build) may appear less expensive in the short term, they risk becoming inadequate almost immediately upon opening. Heavy rail provides the reliability, scalability, and long-term value necessary to justify the scale of public investment and to meaningfully compete with automobile travel. Given the corridor's strategic importance, this is a case where building the right solution matters more than building the cheapest one.

Closing

Los Angeles has a rare opportunity to make transformative, forward-looking transit decisions that will shape mobility patterns for generations. We urge the Board to prioritize long-term performance, integration, and public value by supporting the C Line extension via the freight right-of-way, reconsidering its opposition to SB-79, and committing to the modified alt 5 heavy rail for the Sepulveda Transit Corridor.

Thank you for your time, leadership, and continued service to the residents of Los Angeles County.

Respectfully,

From:	Greg Johnson
To:	Board Clerk; HollyJMitchell@bos.lacounty.gov
Cc:	Megan Laffey
Subject:	(EXTERNAL) Hawthorne Residents "Support for C Line Extension via Freight ROW, SB-79, and Mod Alt 5 on the Sepulveda Corridor
Date:	Tuesday, January 20, 2026 8:33:49 PM

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Dear Metro Board Members & Holly Mitchell (our representative),

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1. support extending the C Line along the existing freight railroad right-of-way,
2. express opposition to Metro's current stance opposing SB-79, and
3. strongly support the use of heavy rail for the proposed Sepulveda Transit Corridor.

Item 11 - Support for the C Line Extension via the Freight Right-of-Way

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While some opposition has been raised by a relatively small number of nearby residents, it is important to recognize that this corridor has been actively used for freight rail operations for decades. Individuals who chose to purchase or rent property adjacent to this right-of-way did so with the knowledge that it was an existing transportation corridor with ongoing rail activity. Adapting such corridors for passenger rail, often with quieter, cleaner, and more predictable operations than freight, represents an incremental and reasonable evolution of land use rather than a fundamentally new intrusion that will displace dozens of businesses and homes.

Allowing a minority opposition to derail or significantly delay projects that rely on long-established transportation corridors risks setting a precedent that undermines the region's ability to deliver critical infrastructure. The broader public benefits of improved mobility, reduced congestion, far more cost savings, enhanced regional connectivity, and lower greenhouse gas emissions should remain the guiding criteria for decision-making, particularly when impacts are mitigated and displacement is avoided.

Opposition to Metro's Opposition of SB-79

We are concerned by Metro's opposition to SB-79, which would promote transit-oriented development near high-quality transit corridors. Aligning land use with transportation investments is essential to achieving Metro's stated goals of increasing ridership, reducing vehicle miles traveled, and meeting climate targets. SB-79 would help ensure that public investments in transit are supported by housing and job density, improving system efficiency and rider convenience while addressing the region's severe housing shortage. Rather than viewing this legislation as a constraint, Metro should see it as a complementary tool that strengthens the long-term return on transit investments and supports more livable, walkable communities.

Item 10 - Support for Modified Alt 5 Heavy Rail on the Sepulveda Transit Corridor

Finally, we strongly support the use of heavy rail for the Sepulveda Transit Corridor, and specifically the Modified Alt 5 alignment. This corridor represents one of the most congested travel paths in the nation and demands a solution that offers true grade separation, high speed, and high passenger capacity. While alternatives (or heaven forbid a no-build) may appear less expensive in the short term, they risk becoming inadequate almost immediately upon opening. Heavy rail provides the reliability, scalability, and long-term value necessary to justify the scale of public investment and to meaningfully compete with automobile travel. Given the corridor's strategic importance, this is a case where building the right solution matters more than building the cheapest one.

Closing

Los Angeles has a rare opportunity to make transformative, forward-looking transit decisions that will shape mobility patterns for generations. We urge the Board to prioritize long-term performance, integration, and public value by supporting the C Line extension via the freight right-of-way, reconsidering its opposition to SB-79, and committing to the modified alt 5 heavy rail for the Sepulveda Transit Corridor.

Thank you for your time, leadership, and continued service to the residents of Los Angeles County.

Respectfully,

From: Tom Rodriguez
To: Board Clerk
Subject: (EXTERNAL) For January 22, 2026 LA Metro Board
Date: Tuesday, January 20, 2026 5:59:41 PM

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To the LA County Metro Board,

As a resident of Los Angeles County, frequent commuter of SoCal, and advocate of improving public transit, I urge you all to consider the following:

> **Item 11:** As a Los Angeles County resident who relies on and strongly supports the expansion of public transit, I support Item 11 and strongly oppose the last-minute attempt in Item 11.1 to derail the C Line Extension to Torrance by giving in to NIMBY pressure. Metro already owns the right-of-way, and shifting course now would delay this long-needed project for years, add roughly $700 million in costs, and ultimately reduce ridership. Please follow staff's recommendation and vote **no**on Item 11.1.
>
> **Item 10:** I support Item 10 and urge you to approve staff's recommendation for the Modified Alternative 5 route for the Sepulveda Transit Corridor. This project is essential for improving mobility, reducing congestion, and connecting communities across Los Angeles County.
>
> **Item 33:** I oppose Item 33. SB-79 is the law in California, and asking for an exemption for Los Angeles County sends the wrong message at a time when we should be encouraging smart growth around transit. Embracing SB-79 and allowing more housing near Metro stations would strengthen our transit system by increasing ridership and making these investments work better for the people who depend on them.

I sincerely look forward to seeing you all do what is in the best interest of all residents and workers in LA County. Thank you for your consideration.

Very Respectfully,

Tom Rodriguez
[redacted]

From:	Scott Epstein
To:	Board Clerk; fdutra@cityofwhittier.org; Kathryn Barger; jdupontw@aol.com; butts@cityofinglewood.org; Janice Hahn; Lindsey Horvath; Holly Mitchell; Ara Najarian; Imelda Padilla; tim.sandoval@pomonaca.gov; Hilda Solis; Katy Young Yaroslavsky; gloria.roberts@dot.ca.gov; Karen.bass@lacity.org
Cc:	Dave Perry; Tina.Backstrom@lacity.org; mbohlke@sbcglobal.net; bfish@bos.lacounty.gov; Justin Orenstein; ayoon@bos.lacounty.gov; Vivian Rescalvo; Lamont Cobb; wrehman@bos.lacounty.gov; vgomez@bos.lacounty.gov; Andrew DeBlock; Charles Turner; Kristen Pawling-Torres; Azeen Khanmalek; Jake Pierce
Subject:	(EXTERNAL) Coalition Letter in Opposition to Item 33 on 1/22/26 Metro Board Agenda
Date:	Wednesday, January 21, 2026 4:02:59 PM
Attachments:	LA Metro Board_012226 Agenda item 33 from Exec Management_Coalition Letter.pdf

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Dear Metro Board Members:

Please find attached a coalition letter in opposition to Item 33 on the 1/22/26 board agenda.

Best,

Scott Epstein
(He/Him)
Policy and Research Director, Abundant Housing LA
516-721-6056
453 Spring Street, Suite 1201
Los Angeles, CA, 90013

We request that candidates do not send us confidential campaign strategy information, including polling data or other information that is not publicly available.

From: Aaron Wang
To: Board Clerk
Subject: (EXTERNAL) 1/22 Board Meeting Public Comments
Date: Wednesday, January 21, 2026 12:51:53 AM

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Hello Metro Board,

I urge you to vote in favor of the Sepulveda Modified Alt 5 and Torrance Hybrid ROW options as the LPA for either project. I have friends in the Valley and the Sepulveda line would be transformative in being able to connect two previously hard-to-reach areas (without a car). I also hope that the current hybrid alignment for the K Line to Torrance will be approved. Having the South Bay connected to the rest of LA's rail network (AS SOON AS POSSIBLE) would be such a no-brainer economic boon and allow people more options on where to work and live. Accepting the plan along Hawthorne would be much more expensive for little benefit, and is something I would not want to see my tax dollars spent towards (for more studies, EQAs, and loads of mitigations). Unlike other projects, there is funding and a concrete plan for the Hybrid ROW to Torrance, and I urge the Metro Board to capitalize on this.

Lastly, I hope you reconsider the measure to oppose SB 79. There is already an acute housing shortage in LA and any attempt to water down housing density provisions would only exacerbate this issue. I grew up in LA and love this city, and I want to keep living in this city, but the cost of housing and living make it difficult to be able to stay; I know I am not alone in this sentiment. With local governments historically doing little in the way of building enough housing units, let alone affordable ones, I think reverting back from state to local control over zoning is a massive mistake that would only serve to hinder your objectives of expanding your ridership base and providing high quality transit services for everyone in the Greater LA area by driving people away from your service area.

In conclusion, I want to remind the Metro Board of who you serve. Los Angeles is the second largest city in the US, not some quaint suburb that some people try to vocally say otherwise. In terms of public transit infrastructure and ridership, LA embarrassingly falls behind other "global" American cities, such as New York, Chicago, San Francisco, and D.C.. Building as much transit infrastructure as possible, and getting people to use that infrastructure, should be your main goals if you are to provide world class transit. Therefore, by advancing the current plans for our rail expansions and retaining the commitment to upzoning transit corridors is of utmost priority in my opinion to be able to achieve those goals.

Thanks,
Aaron

From: Ryan Japan
To: Board Clerk
Subject: (EXTERNAL) Metro Board comments for 1/22/2026 Meeting
Date: Wednesday, January 21, 2026 4:36:04 PM

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Hello Metro Board,

For item # 2025-1062, though I was and still am in favor of Alt 4, if that is not an option I am For the proposal in order to support high quality, high capacity transit between the valley and the Westside.

For item # 2025-0818, I am For it as well in order to further expand transit to the South Bay and set the stage to expand the line to Long Beach.

For item # 2026-0037, I am Against it, as the Hawthorne option will likely come with so many construction difficulties that it will potentially jeopardize the project.

For item # 2025-0985, I am For it, in order to further support the financing of Measure M programs.

For item # 2026-0035 I am For this proposal as well, as reforming the LA Metro Board to better reflect the Counties overall transit needs as opposed to the concerns of a few NIMBY's is a must.

For item # 2025-1028, I am For this proposal as well, in order to ensure Phase 2B2 of the A Line Extension to Montclair is achieved.

For item # 2025-1081, I am For this proposal as it will expand access and public participation in transit governance in critical and necessary ways.

For item # 2025-1033, I am For the proposal in order to ensure a diversity high quality transit information and travel systems for the benefit of riders.

For item # 2025-1053, I am Against the measure, as the measure is a futile attempt at avoiding necessary housing improvement the City's and County desperately need.

Thank you so much.

From: Wakita Ken
To: Board Clerk; Supervisor Janice Hahn (Fourth District); fdutra@cityofwhittier.org
Subject: (EXTERNAL) Metro Regular Board Meeting 2026-01-21 #2026-0035 Metro Governance Review
Date: Wednesday, January 21, 2026 9:54:35 AM

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To members of the Metro Board,

With regards to the section noted *A benchmarking analysis of peer transit agencies of comparable size, scope, and governance complexity, including a summary of each agency's governing board composition, appointment or selection structure, voting authority, and any relevant statutory or local governance provisions*, I would like to point out that:

- **LA County is the largest and most populous county in the United States** so there are no "peer transit agencies of comparable size, scope and governance complexity" within our nation
- If one were to look at anyone who has the size, population, and complexity, **we must look outisde the United States for comparison**.
- When looking at geographic size and population served, there's only few metropolitan areas in the entire world where it comes close to the needs of Los Angeles:
    - Tokyo Metropolitan Area (approx 5200 sq mi with pop of 38 million)
    - Seoul Metropolitan Area (approx 5300 sq mi with pop of 26 milion)
    - London Metropolitan Area (approx 3400 sq mi with pop of 15 million)
    - Paris Metropolitan Area (approx 7300 sq mi with pop of 13 million)
    - Los Angeles County (approx 4000 sq mi with pop of 9.7 million)
    - Taipei Metropolitan Area (approx 1000 sq mi with pop of 7 million

There is no point in trying to compare ourselves to places like New York, San Francisco, St. Louis or Kansas City, nor are we like Frankfurt, Stockholm, Vienna or Luxembourg either, which are vastly smaller either area size or population.
Los Angeles County, which LA Metro serves, sits somewhere along London and Tokyo and Seoul in terms of land size, and between Taipei and Paris in terms of population size.

Hence, I urge the Metro Board that if we're to have a great transit system, we need to look at the governance and adopt practices of peer transit system that best reflects the realities of LA County.
If that means there are no relatable peers in the US, we need to look beyond our borders to see what metropolitan areas best matches what the needs are for LA County.

Thank you

Ken Wakita
[redacted]

From: Meghan Mather
To: Board Clerk
Subject: (EXTERNAL) Metro Board comments for 1/22/2026 Meeting
Date: Wednesday, January 21, 2026 4:37:11 PM

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For item # 2025-1053, I am Against the measure, as the measure is a futile attempt at avoiding necessary housing improvement the City's and County desperately need.

Thank you so much,
Oliver Mather

"*Ask not what your country can do for you—ask what you can do for your country.*"
-John F. Kennedy

From: Eddie V.
To: Board Clerk
Subject: (EXTERNAL) Re proposed metro link project through N. Redondo Beach
Date: Tuesday, January 20, 2026 8:44:09 AM

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To whom it may concern ;
As someone who lives in a nice townhome complex off Ruxton Lane in N. Redondo Beach I'm writing to voice my strong opposition to the proposal to run the new metro link line along side the existing freight rail line . The freight trains 3x/day are bad enough as the are literally 50 ft. From our doors . 8 yrs. of noisy construction not to mention a couple hundred very noisy commuter trains / day on top of that is and would be extremely detrimental to our quality of life !!
This route option will have serious ramifications to property values for owners and renters if it it built along the existing rail lines . I envision potential lawsuits to stop this option for a route from property owners I've spoken with about this issue .
Eddie Van Surksum

From: Rebecca Dameron
To: Board Clerk
Subject: (EXTERNAL) Valley Metro
Date: Wednesday, January 21, 2026 10:39:54 AM

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Hello -

I am a resident of CD-4 and strongly in favor of expanding the Metro line from the Valley to Santa Monica. A public access corridor along the 405 would be life changing! Please do whatever you can to help make this happen for all the citizens of LA. We'd all love to use public transportation more.

Rebecca Dameron

From:	Daniel Ochoa
To:	Board Clerk
Subject:	(EXTERNAL) WRITTEN PUBLIC COMMENT – Board Meeting Jan 22, 2026 – Declaration of Daniel Ochoa (Ref: Metro Report ID #932396)re: Safety Failures / Cahuenga Corridor
Date:	Saturday, January 17, 2026 4:22:24 PM
Attachments:	2025-1-17_LACMTA_Notice of Non-Performance Signed.pdf

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To the Attention of the Board Clerk:

Please find attached a **sworn Declaration** regarding systemic safety and sanitation failures observed along the Cahuenga Boulevard transit corridor (specifically the Universal City transit point at 3300 Cahuenga Blvd).

I request that this document be:

1. **Distributed** to all members of the Board of Directors prior to the upcoming meeting on Thursday, January 22, 2026.

2. **Entered formally** into the public record as written testimony regarding **General Public Comment** (or specific Agenda Item number, if applicable).

This declaration serves as official notice of non-performance and a demand for specific remedial action regarding the deteriorating conditions in this district.

Respectfully,

Daniel Ochoa
[redacted]

NOTICE OF NON-PERFORMANCE AND COMMUNITY IMPACT STATEMENT

SENT VIA ELECTRONIC TRANSMISSION AND U.S. MAIL

CAPTION OF NOTICE

Metro Report ID: 932396

Item	Details
Recipient	**LACMTA Board of Directors** One Gateway Plaza, Los Angeles, CA 90012
Copy To	**Los Angeles City Council Public Safety Committee** 200 N. Spring Street, Los Angeles, CA 90012
Claimant	**Daniel Ochoa** Community Stakeholder / Transit Patron
Subject Property	**Universal City Transit Hub** 3300 Cahuenga Blvd (Metro Route 222 Stop: Cahuenga/Oakshire)
Incident Date	January 17, 2026
Nature of Filing	Evidence of Systemic Governance Failure; Petition for Specific Performance; Demand for Restoration of Public Right of Way.

EXECUTIVE SUMMARY

TO THE HONORABLE BOARD AND COUNCIL:

This correspondence serves as formal notification that the safety protocols and maintenance standards mandated for the Universal City Transit Hub have collapsed. The incident detailed herein—occurring on the morning of January 17, 2026—is not an isolated criminal occurrence but a **contextual indicator of systemic administrative failure**.

The evidence attached to this notice demonstrates that the Metro Authority and City Safety Oversight have effectively surrendered the Public Right of Way at 3300 Cahuenga Blvd. The failure to enforce basic penal and health codes has resulted in a de facto "zone of exception" where narcotics trafficking and severe human incapacity are tolerated, in direct violation of the Authority's Duty of Care to its patrons. This document codifies these failures into three specific "Partidas" or divisions of grievance and outlines the necessary remedies to restore the rule of law.

TABLE OF AUTHORITIES CITED

The following statutes constitute the legal framework governing the "Duty of Care" and "Public Right of Way" referenced in this petition. The failure to enforce these codes serves as the basis for this Notice of Non-Performance.

Citation	Statute Title	Relevance to Incident
Health & Safety Code § 11364(a)	Possession of Drug Paraphernalia	Subject observed possessing and using a glass pipe for narcotics ingestion.
Penal Code § 647(f)	Public Intoxication / Incapacity	Subject found in a condition unable to exercise care for own safety (prone, barefoot in hazardous heat).
Penal Code § 647c	Obstruction of Public Way	Subject willfully blocked the free movement of patrons in the designated boarding zone.
Penal Code § 370	Public Nuisance	Subject's conduct (fumes, obstruction) interfered with the comfortable enjoyment of public property.
Metro Code § 6-05-100	Customer Code of Conduct	Violation of zero-tolerance policies regarding loitering and consumption of controlled substances.
Welf. & Inst. Code § 5150	Involuntary Detention (LPS Act)	Criteria for protective custody when a subject is "gravely disabled" and unable to provide for personal safety.

MEMORANDUM OF SYSTEMIC FAILURE

DATE: January 17, 2026 **FROM:** Daniel Ochoa, Community Stakeholder **SUBJECT:** EVIDENCE OF SYSTEMIC FAILURE: Unabated Narcotics Trafficking and Human Incapacity at Universal City Transit Hub.

PREAMBLE: THE CHARGE OF NON-PERFORMANCE

Formal Statement: The Community Stakeholder hereby asserts that the Los Angeles County Metropolitan Transportation Authority (LACMTA) and the Los Angeles Police Department (LAPD) have failed to maintain the "Duty of Care" and preserve the "Public Right of Way" at the Cahuenga/Oakshire transit stop.
Basis: The specific incident documented on this date demonstrates that existing Penal Codes and Health & Safety statutes are not being enforced. This non-enforcement constitutes a passive acceptance of public hazards, resulting in the surrender of public space to unregulated narcotics activity and the exploitation of vulnerable populations.

PARTIDA I: THE EVIDENCE OF PHYSICAL COLLAPSE

Title: On the Abandonment of the Vulnerable
The Facts (The Observable State): At approximately 0930 hours, an adult male subject was observed in a state of severe physical neglect. The subject was barefoot, lying prone on a blanket

directly within the designated boarding zone, and exposed to direct sunlight on concrete without attempt to seek shade. The subject physically obstructed the ingress and egress of transit patrons.
The Systemic Implication: The continued presence of an individual in this state of incapacity—a clear violation of **Penal Code § 647(f)** (Public Intoxication/Inability to Care for Safety)—confirms a critical failure of municipal social safety nets and patrol efficacy.

1. **Failure of Patrol Frequency:** That a subject could reach this level of exposure and obstruction suggests a lack of consistent security presence at a major transit node.
2. **Failure of Intervention:** The state of being barefoot and prone in a hazardous zone warrants immediate protective custody for the subject's own survival, yet the system permitted the neglect to continue until witness intervention.

PARTIDA II: THE EVIDENCE OF UNRESTRICTED TRAFFICKING

Title: On the Toleration of Narco-Terrorism Indicators
The Facts (The Chemical Act): Upon the approach of emergency vehicles (fire apparatus) and the sounding of sirens, the Subject produced a "straight pipe" (glass paraphernalia) and ignited it. The Subject proceeded to inhale and subsequently exhale noxious fumes into the immediate vicinity of waiting passengers.
The Systemic Implication: The open consumption of narcotics—a violation of **Health & Safety Code § 11364(a)**—serves as a visible metric of governance failure.

1. **Contextual Indicator:** Public consumption is not merely "use"; it is a signal that the local supply chain for illicit substances is operating without restriction.
2. **Exploitation of Space:** The transit hub has been allowed to devolve into a node for human exploitation. The subject, clearly addicted and incapacitated, is a victim of a trafficking system that the Authority has failed to disrupt. The tolerance of this act in broad daylight signifies that the location is viewed by criminal actors as a "safe harbor" from enforcement.

PARTIDA III: THE PETITION FOR RELIEF

Title: On the Restoration of Order and Safety
To remedy these grievances and restore the Public Trust, the Stakeholder demands Specific Performance on the following items:
1. Demand for Audit (Transparency): A comprehensive audit of security patrol logs for the 3300 Cahuenga Blvd hub for the preceding 90 days. The Community requests an explanation for the persistence of these conditions despite the budget allocated for transit security.
2. Demand for Enforcement (Restoration of Right of Way): Immediate and consistent enforcement of **Metro Code § 6-05-100**. The boarding zone must remain clear for transit users. The policy of "passive observation" must be replaced with active abatement of nuisance conditions.
3. Demand for Protective Custody (Humanitarian Intervention): Utilization of involuntary hold protocols (**Welfare & Institutions Code § 5150**) for subjects demonstrating "barefoot/prone" incapacity. The current policy of allowing incapacitated individuals to "loiter" until they commit a violent crime is inhumane. We demand intervention that prioritizes life-saving protective custody over passive neglect.

DECLARATION

DECLARATION OF DANIEL OCHOA REGARDING: Systemic Safety and Sanitation Failures – Cahuenga Boulevard Corridor DATE: January 17, 2026

I, Daniel Ochoa, hereby declare the following to be true and correct:

1. On January 17, 2026, at approximately 0930 hours, I was present at the designated transit boarding point at 3300 Cahuenga Blvd, a central artery of the Universal City district.

2. I observed a male subject lying prone on the pavement, directly obstructing the public right-of-way. The subject was barefoot, exposed to direct sunlight, and unresponsive to verbal offers of assistance. His condition demonstrated an observable incapacity to care for his own safety, a clear violation of Penal Code § 647(f).

3. Upon the approach of emergency vehicles, I witnessed the subject produce a glass pipe and inhale a substance, releasing noxious fumes into the crowd. This open usage occurred without fear of intervention, serving as a microcosm of the lawlessness that now pervades the entire Cahuenga Boulevard transit corridor.

4. I declare that this incident is not an anomaly, but evidence of a district-wide breach in the Duty of Care. The Authority has allowed this commercial and transit sector to deteriorate into an unregulated zone of human exploitation and public hazard, abandoning both the vulnerable and the commuting public.

5. I submit this declaration to demand specific performance: a comprehensive audit of patrol logs for the Cahuenga District and the immediate enforcement of Metro Code § 6-05-100 to restore order to this vital municipal thoroughfare.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

Executed on January 17, 2026, at Los Angeles, California.

[redacted]

Daniel Ochoa, Community Stakeholder

shot on moto g play - 2023
by Daniel Ochoa

Jan 17, 2026, 9:28 AM

FAR EAST
LANDSCAPE &
MAINTENANCE INC.

January 14,2026

The Honorable Fernando Dutra Board Chair
Los Angeles County Metropolitan Transportation Authority (Metro)
One Gateway Plaza
Los Angeles, CA 90012-2952

Subject: Unresolved Protest
[redacted] – Graffiti Abatement Services

Dear Mr. Dutra:

My team and I filed a timely protest to the subject RFP, which was denied on 12/04/2025. We then filed an appeal on 12/10/2025, and, to date, we have not received a response to our appeal from Metro.

When we received the denial of our protest, we were quite disappointed in Metro's incomplete analysis of the DEOD Set-Aside Program parameters of the subject RFP. However, given the history of this RFP, an incomplete analysis was to be expected.

1. Small Business Set-Aside Program versus Medium Business Set-Aside Program

According to the applicable state statute, Metro is required to use the "expected expenditure" for each contract, up to the five-year term that Metro utilized for award purposes in determining which Set-Aside program would be used. Despite this legal requirement, this procurement used the Independent Cost Estimate – but only the estimated amount for the three-year base period. This error resulted in the RFP being released as a Small Business Set-Aside rather than the statutorily required Medium Business Set-Aside.

2. Evaluation Missteps During the RFP Process

During the evaluation process for the current RFP, an evaluator's scores were omitted from the scoring of the proposals. This omission was not discovered during the recommendation awardee phase nor was it discovered when a protest and appeal were submitted and were both denied. These failures certainly call into question the integrity of the procurement process.

Based upon the above, my team and I are requesting that this RFP be canceled, all award recommendations be rescinded, any contracts be terminated, and the RFPs made smaller to be appropriate as a true small business set-aside contract.

Respectfully Submitted,

[redacted]

Tony Moon
President
Far East Landscape and Maintenance, Inc.

Cc: Metro Board of Directors
Stephanie Wiggins
David Melito

Atwater Village NEIGHBORHOOD COUNCIL

[redacted]

AVNC Officers: Co-Chairs: Brent Pritchett, Danielle Bond • Treasurer: Anthony Forester • Secretary: Will Lentz

To: Supervisor Hilda Solis

Cc: Mayor Karen Bass, Councilmember Hugo Soto-Martinez, Metro Board

Date: Jan 8, 2026

RE: Metro LA River Bike Path proposed for the 8-mile gap along the LA River between Elysian Valley and the City of Vernon

Dear Supervisor Solis,

We are writing to urge you, in your role as an LA Metro Board member, to support two critical actions that will finally allow the completion of the LA River bike path through central Los Angeles by 2028:

1) Adopt a Bottom-of-Channel design.
2) Create a Joint Powers Authority solely focused on delivering this project by 2028.

This project is not only long overdue — it is **transformative for mobility, green commuting**, **equity, public health**, and our region's readiness for the **2028 Olympic and Paralympic Games**.

Connect the River and get this project done.

Metro currently has approximately $400 million in Measure M funding dedicated to closing the 8-mile gap in the LA River bike path between the Arroyo Seco and Vernon. As outlined in recent analyses, this is more than enough to build an **in-channel/bottom-of-channel path** that would be rideable roughly 350 days per year and would not reduce the channel's water-carrying capacity, improving biking commutes throughout the year.

Unfortunately, Metro has only considered above-channel alternatives costing more than $1.1 billion — *nearly triple the available funding* — and has stated publicly that they cannot deliver the project by 2028 under those designs. Arroyo Seco successfully implemented Bottom-of-Channel designs in order to increase access. The status quo is limited in length and requires riders to cross over dangerous, high traffic roads.

To ensure this vital connection is completed on time, we respectfully ask you to support the following:

- **Adopting a Bottom-of-Channel design** that can be built with existing funds and provides a safe, dedicated, car-free corridor for people biking, walking, and rolling. This design offers enormous benefits for low-income communities that rely on affordable

transportation options and would dramatically improve access to jobs in Downtown Los Angeles from Atwater Village. This will also streamline the number of permitting agencies and entities.

- **Creating a Joint Powers Authority solely focused on delivering this project by 2028**. As demonstrated nationwide, independent agencies dedicated to a single piece of infrastructure are far more effective at expediting construction and maintaining accountability. We believe a JPA is crucial regardless of what design is selected.

Completing this segment of the LA River bike path will unlock a continuous regional corridor, expand access to parks and open space, reduce emissions, and strengthen our sense of place along the river. It will also serve as a cornerstone of the **Festival Trail**, ensuring that residents and visitors alike can experience Los Angeles on foot, by bike, and through transit during the 2028 Games.

This is a rare opportunity to deliver a project that is cost-effective, equitable, environmentally beneficial, and deeply aligned with our region's long-term goals. We hope you will champion these two actions and help ensure that the LA River bike path becomes a reality for the communities that need it most.

Thank you for your leadership and for considering this request.

Sincerely,

[redacted]

Danielle Bond
Co-Chair

[redacted]

Brent Pritchett
Co-Chair

CC: Mayor Karen Bass, Councilmember Hugo Soto-Martinez, Los Angeles Metro Board

MINUTES

Thursday, January 22, 2026

10:00 AM

Board of Directors - Regular Board Meeting

DIRECTORS PRESENT:
Fernando Dutra, Chair
Jacquelyn Dupont-Walker, 1st Vice Chair
Kathryn Barger, 2nd Vice Chair
Karen Bass
James Butts
Janice Hahn
Lindsey Horvath
Holly J. Mitchell
Ara J. Najarian
Imelda Padilla
Tim Sandoval
Hilda Solis
Katy Yaroslavsky
Marlon Regisford, non-voting member

Stephanie Wiggins, Chief Executive Officer

CALLED TO ORDER: 10:05 A.M.

ROLL CALL

1. APPROVED Consent Calendar Items: 2, 12, 16, 17, 24, 25, 28, 29, 30, 33, 35, 36, 37, 38, 39, 40, 41**, 44, and 45.

**Item required 2/3 vote of the Full Board.

Consent Calendar items were approved by one motion; no items were held by a Director for discussion and/or separate action.

JDW	KB	KRB	JB	JH	LH	HJM	AJN	IP	TS	HS	KY	FD
Y	Y	A	Y	Y	Y	Y	Y	Y	A	Y	Y	Y

Voting Deviations:
Item 24 – the following Director was conflicted: KRB
Item 33 – the following Directors voted no: JH and LH

2. SUBJECT: MINUTES **2026-0032**

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held December 4, 2025 and the Special Board Meeting held January 14, 2026.

3. SUBJECT: REMARKS BY THE CHAIR **2026-0031**

RECEIVED remarks by the Chair.

JDW	KB	KRB	JB	JH	LH	HJM	AJN	IP	TS	HS	KY	FD
A	A	A	A	A	A	P	A	P	A	A	A	P

4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER **2026-0034**

RECEIVED report by the Chief Executive Officer.

JDW	KB	KRB	JB	JH	LH	HJM	AJN	IP	TS	HS	KY	FD
A	A	A	A	A	A	P	A	P	A	A	A	P

****

KB = K. Barger	FD = F. Dutra	IP = I. Padilla	KY = K. Yaroslavsky
KRB = K.R. Bass	JH = J. Hahn	AJN = A.J. Najarian	
JB = J. Butts	LH = L. Horvath	TS = T. Sandoval	
JDW = J. Dupont Walker	HJM = H.J. Mitchell	HS = H. Solis	

LEGEND: Y = YES, N = NO, C = CONFLICT, ABS = ABSTAIN, A = ABSENT, P = PRESENT

10. SUBJECT: SEPULVEDA TRANSIT CORRIDOR PROJECT 2025-1062

APPROVED AS AMENDED:

A. the Locally Preferred Alternative (LPA) as Modified Alternative 5: Heavy rail transit underground between the Van Nuys Metrolink Station and the E Line Expo/Sepulveda Station modified to provide a connection to the Metro G Line and East San Fernando Valley (ESFV) Light Rail Line at Van Nuys Boulevard;

B. AUTHORIZING further design refinement and advancement of the LPA to address project cost, risk, and comments received on the Draft Environmental Impact Report (EIR), including but not limited to defining an Initial Operating Segment (IOS) and a phasing plan with priority given to connecting the San Fernando Valley-at the Metro G Line and ESFV Light Rail Line at Van Nuys Boulevard-and the Westside-at the Metro D Line-including refined maintenance and storage strategy; and

C. AUTHORIZING advancement of the Final EIR and any additional environmental documentation required as a result of selecting the LPA and development of an IOS.

YAROSLAVSKY, BASS, PADILLA, NAJARIAN, AND MITCHELL AMENDMENT: To direct the Chief Executive Office to:

A. Report back within 90 days on a community engagement plan with the communities who will be directly impacted by the Modified Alternative 5 alignment, especially within the Initial Operating Segment.

B. Work with the relevant City of Los Angeles council offices and the Directors who represent the areas directly impacted by the Modified Alternative 5 to identify resident community groups and other stakeholders within the proposed alignment.

C. Provide outreach materials as they become available explaining Modified Alternative 5, including maps, anticipated construction impacts, and potential property or access impacts.

D. Maintain a publicly accessible outreach calendar that provides at least two weeks advance notice on any outreach workshops.

BASS AMENDMENT: Report back within 120 days on transportation alternatives to address first and last-mile connections to the Getty Center that align with and enhance Metro's commitments to accessing cultural destinations.

JDW	KB	KRB	JB	JH	LH	HJM	AJN	IP	TS	HS	KY	FD
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

~~**11. SUBJECT: C LINE EXTENSION TO TORRANCE PROJECT FINAL ENVIRONMENTAL IMPACT REPORT CERTIFICATION**~~ ~~**2025-0818**~~

~~CONSIDER:~~

~~A. APPROVING the Board selected Locally Preferred Alternative (LPA), a 4.5-mile fully grade-separated light rail extension of the C Line Extension to Torrance (now K Line) with two stations in Redondo Beach and Torrance as the Project (Project);~~

~~B. CERTIFYING, in accordance with the California Environmental Quality Act (CEQA), the Final Environmental Impact Report (EIR);~~

~~C. ADOPTING, in accordance with CEQA, the:~~
~~1. Findings of Fact and Statement of Overriding Considerations, and~~
~~2. Mitigation, Monitoring and Reporting Program (MMRP); and~~

~~D. AUTHORIZING the Chief Executive Officer (CEO) to file a Notice of Determination (NOD) with the Los Angeles County Clerk and the State of California Clearinghouse.~~

11.1. SUBJECT: STRENGTHENING TRANSIT ACCESS AND MOBILITY IN THE SOUTH BAY THROUGH THE C LINE EXTENSION TO TORRANCE MOTION **2026-0037**

APPROVED Motion by Mitchell, Sandoval, Dupont-Walker and Butts that the Board direct the Chief Executive Officer to:

A. APPROVE the Hawthorne Option, a 4.5-mile light rail line with two (2) stations that extends from the existing Redondo Beach (Marine) Station at its northern terminus along Hawthorne Boulevard before rejoining the Metro Right of Way south of 190th Street to its southern terminus station at the Torrance Transit Center, as the Project (Project);

B. CERTIFY in accordance with the California Environmental Quality Act (CEQA) the Final Environmental Impact Report (EIR);

C. ADOPT, in accordance with CEQA, the:
   1. Findings of Fact and Statement of Overriding Considerations for the Hawthorne Option, and
   2. Mitigation Monitoring and Reporting Plan (MMRP); and

D. AUTHORIZE the Chief Executive Officer (CEO) to file a Notice of Determination (NOD) with the Los Angeles County Clerk and the State of California Clearinghouse.

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(Item 11.1. – continued from previous page)

WE, FURTHER MOVE, that the Board direct the Chief Executive Officer to:

E. Report back on recommendations for enhanced pedestrian access to the South Bay Galleria Station in addition to or instead of the proposed mid-block pedestrian crossing and signalized crossing, including the benefits and challenges of a pedestrian bridge;

F. Expand Metro's construction mitigation programs for the C Line Extension to Torrance Project, including but not limited to the Business Interruption Fund (BIF); Eat, Shop, and Play Program; and the Business Solutions Center;

G. Upon commencement of preparations to establish the BIF, report back to the board:
   1. An analysis of the construction impacts on the business corridor along the Project and updated construction timeline; and
   2. Activities to support the establishment of the BIF on the Project and coordination across Metro's other construction mitigation programs, including BIF outreach that utilizes best practices inclusive of but not limited to culturally competent and inclusive technical assistance;

H. Prioritize the C Line Extension to Torrance Project for inclusion in the Pilot Investment Fund program or an iteration of the Pilot Investment Fund to maximize business preservation after the construction of the Project;

I. Continue to refine the Project, including environmental analysis, while conducting value engineering and identifying and implementing pre-construction and early works projects in order to reduce cost;

J. Continue to pursue State and local funding to complete the funding plan;

K. Report back quarterly on progress on Caltrans Director's Transit Policy, including expediting permitting, that can be utilized on this and other Metro projects, and on progress on Caltrans relinquishing Hawthorne Boulevard to the Cities of Redondo Beach and Torrance;

L. Initiate outreach to responsible agencies and jurisdictions requiring permits and approvals for the Project's construction and implementation, including Caltrans and the Cities of Lawndale, Redondo Beach, and Torrance, to centralize and streamline permits and approvals expeditiously without delay; and

(continued on next page)

(Item 11.1. – continued from previous page)

M. Initiate outreach with the Cities of Redondo Beach and Torrance to discuss qualifying contributions toward the 3% local contribution obligation, including centralized permitting and qualifying First-Last-Mile improvements for the South Bay Galleria and Torrance Transit Center stations.

JDW	KB	KRB	JB	JH	LH	HJM	AJN	IP	TS	HS	KY	FD
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

12. SUBJECT: MEASURE R MULTIMODAL HIGHWAY SUBREGIONAL PROGRAMS - SEMI-ANNUAL UPDATE **2025-0906**

APPROVED ON CONSENT CALENDAR:

A. $59,296,086 in additional programming within the capacity of Measure R Multimodal Highway Subregional Programs, along with funding changes. Projects within this Measure R Multimodal Highway Subregional Program include improvements related to traffic signal, pedestrian, bicycle, transit, and roadways;

A. the deobligation of $3,371,977 in previously approved Measure R Multimodal Highway Subregional Program funds to re-allocate said funds to other existing Board-approved Measure R Projects or return remaining funds to the Measure R subregional fund balance; and

C. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements for Board-approved Projects.

16. SUBJECT: SYSTEMS ENGINEERING AND SUPPORT SERVICES CONTRACT **2025-1011**

APPROVED ON CONSENT CALENDAR:

A. an increase in total authorized funding and executing Modification No. 14 to Contract No. AE47810E0128 with SECOTrans (Joint Venture of Hatch Associates Consultants, Inc., NBA Engineering Inc., and Ramos Consulting Services, Inc), for pending and future Task Orders to provide systems engineering and support services for Metro Rail and Bus Transit projects, in the Not-To-Exceed (NTE) amount of $35,000,000, increasing the total contract authorized funding from an NTE amount of $149,782,000 to an NTE amount of $184,782,000, and exercising the second, one-year (1) option extending the contract term from April 25, 2026 to April 25, 2027; and

(continued on next page)

(Item 16 – continued from previous page)

B. AUTHORIZING the Chief Executive Officer (CEO) or designee to execute individual Task Orders and Contract Modifications within the Board approved contract funding amount.

17. SUBJECT: METRO A LINE/GOLD LINE FOOTHILL EXTENSION PHASE 2B2 PROJECT **2025-1028**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer or designee to approve programming of $95 million for FY26 thru FY28 to complete the design and advance procurement efforts for Phase 2B2, Pomona to Claremont, of the Gold Line Foothill Extension Phase 2B2 Project utilizing allocated SB125 funds.

21. SUBJECT: MEASURE M PROGRAM **2025-0985**

ADOPTED a resolution that authorizes the Chief Executive Officer to:

A. ESTABLISH the Measure M Short-Term Borrowing Program; and

B. EXECUTE and deliver all necessary documents related to the Measure M Short-Term Borrowing Program to enter into revolving credit agreements.

JDW	KB	KRB	JB	JH	LH	HJM	AJN	IP	TS	HS	KY	FD
Y	Y	A	A	Y	Y	Y	Y	Y	Y	Y	Y	Y

22. SUBJECT: I-105 EXPRESSLANES PROJECT - TOLL REVENUE BONDS AND TIFIA LOAN FINANCINGS **2025-1044**

ADOPTED:

B. a Resolution that authorizes the issuance and sale of a combined aggregate principal amount not to exceed $1.7 billion for the I-105 ExpressLanes Project in the form of the Toll Revenue First Lien Bonds in one or more series, Toll Revenue Third Lien Bonds, and/or TIFIA Loan Agreement and the taking all other actions necessary in connection with the issuance of the bonds and/or loan; and

B. the revised Toll Policy.

JDW	KB	KRB	JB	JH	LH	HJM	AJN	IP	TS	HS	KY	FD
Y	Y	A	A	Y	Y	Y	Y	Y	Y	Y	Y	Y

24. SUBJECT: EXECUTIVE STRATEGIC ADVISORY SERVICES **2025-0929**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to:

A. AWARD a three-year firm fixed unit rate Contract No. PS131207000D1 (Discipline 1) to WSP USA, Inc. to provide strategic advisory services in the Not-To-Exceed (NTE) amount of $1,700,000, effective February 16, 2026, subject to the resolution of properly submitted protest(s), if any; and

B. AWARD a three-year firm fixed unit rate Contract No. PS13207001D2 (Discipline 2) to WSP USA, Inc. to provide mega events advisory services in the NTE amount of $740,000, effective February 16, 2026, subject to the resolution of properly submitted protest(s), if any.

25. SUBJECT: CARTOGRAPHY SERVICES **2025-0966**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification No. 2 to Contract No. PS82879000 with DCR Design, LLC for map design services in the amount of $600,000, increasing the not-to-exceed contract amount from $550,000 to $1,150,000, and extending the period of performance from April 1, 2026, to March 31, 2029.

28. SUBJECT: UPDATE ON LANDMARK UNSOLICITED PROPOSAL FOR METRO WORKFORCE HOUSING **2025-0956**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) or their designee to enter into an Exclusive Negotiation Agreement (ENA) with Treehouse Leimert PropCo LLC to negotiate key terms and conditions for a period of six months with an option for an additional six-month extension.

29. SUBJECT: FINDINGS REQUIRED FOR ELIGIBLE SUBSIDIARY BODIES TO MEET VIA TELECONFERENCE IN COMPLIANCE WITH SB 707 (DURAZO) **2025-1081**

APPROVED ON CONSENT CALENDAR:

A. ADOPTING, pursuant to Senate Bill 707 (SB 707), the following findings on behalf of eligible subsidiary bodies as defined by SB 707:

(continued on next page)

(Item 29 – continued from previous page)

(i) The Board of Directors has considered the circumstances of the eligible subsidiary body.
(ii) Teleconference meetings of the eligible subsidiary body would enhance public access to meetings of the eligible subsidiary body, and the public has been made aware of the type of remote participation, including audio-visual or telephonic, that will be made available at a regularly scheduled meeting and has been provided the opportunity to comment at an in-person meeting of the legislative body authorizing the subsidiary body to meet entirely remotely.
(iii) Teleconference meetings of the eligible subsidiary body would promote the attraction, retention, and diversity of eligible subsidiary body members.

B. AUTHORIZING eligible subsidiary bodies to meet via teleconference, by either audio-visual or telephonic means, if they choose, subject to the requirements of SB 707; and

C. RECEIVING AND FILING the update on relaxed teleconferencing rules as stated in SB 707.

30. SUBJECT: PUBLIC FACING MOBILE APP **2025-1033**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a firm fixed price Contract No. PS129614000 to Moovit, Inc. for the public facing mobile app in the amount of $4,350,000 for the four-year base period, and $400,000 for the one-year option term, for a total amount of $4,750,000, subject to the resolution of any properly submitted protest(s), if any.

33. SUBJECT: FEDERAL AND STATE REPORT **2025-1053**

APPROVED ON CONSENT CALENDAR:

A. RECEIVING the Federal and State Legislative Report; and

B. ADOPTING staff recommended position:
SB 677 (Wiener) - Housing development: transit-oriented development.
- OPPOSE UNLESS AMENDED.

33.1. SUBJECT: METRO GOVERNANCE REVIEW MOTION **2026-0035**

APPROVED Motion by Dutra, Barger, Horvath, Padilla, Najarian, and Dupont-Walker that the Board direct the Chief Executive Officer to:

A. A benchmarking analysis of peer transit agencies of comparable size, scope, and governance complexity, including a summary of each agency's governing board composition, appointment or selection structure, voting authority, and any relevant statutory or local governance provisions;

B. An overview of the governing body composition of other major public agencies operating within the Los Angeles Metropolitan region, particularly those with regionwide responsibilities or significant public investment oversight, to provide local context on common approaches to representation and jurisdictional participation;

C. An explanation of the historical context for Metro's current Board composition, including agency consolidation and the evolution of the agency's governance structure and key considerations that shaped representation;

D. A compilation of basic demographic and jurisdictional context for Los Angeles County, including a snapshot of incorporated cities and unincorporated areas, population distribution, and governance geography, presented for informational purposes to support the Committee's understanding of regional representation; and

E. A plan for community and stakeholder engagement, including but not limited to Los Angeles County Councils of Government, to ensure any recommendation reflects the diverse viewpoints of local residents, organizations, and municipalities.

JDW	KB	KRB	JB	JH	LH	HJM	AJN	IP	TS	HS	KY	FD
Y	Y	A	A	Y	Y	Y	Y	Y	Y	Y	Y	Y

35. SUBJECT: CONSULTANT SUPPORT SERVICES FOR THE HR4000 HEAVY RAIL VEHICLE (HRV) PROCUREMENT PROGRAM, TECHNICAL MANAGEMENT SUPPORT SERVICES **2025-0779**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

A. EXECUTE Contract Modification No. 21 to Contract No. OP24162700030433487, a cost plus fixed-fee contract with HATCH Associates Consultants, Inc. (HATCH), formerly LTK Engineering Services for the HR4000 Heavy Rail Vehicle (HRV) Acquisition, Technical Support Services, increasing the Not-To-Exceed (NTE) amount by $7,857,071 from $23,557,400 to $31,414,471 and extending the period of performance from May 1, 2026, to July 30, 2031; and

(continued on next page)

(Item 35 – continued from previous page)

B. EXECUTE individual contract modifications within the Board-approved contract modification authority.

36. SUBJECT: CONTACT WIRES FOR C LINE OVERHEAD CATENARY SYSTEM (OCS) REPLACEMENT **2025-0851**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a 12-month firm-fixed-price contract, Contract No. DR133227(3)000, to Toro Global, the lowest responsive and responsible bidder for 133,248 linear feet of contact wire to support the C Line Overhead Catenary System (OCS) Replacement Project for a firm fixed price of $2,234,542.31 inclusive of sales tax, and subject to the resolution of any properly submitted protest(s), if any.

37. SUBJECT: 7TH STREET METRO CENTER TRACTION POWER SUBSTATION (TPSS) REPLACEMENT PROJECT **2025-0897**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

A. AWARD a two-year firm fixed price contract, Contract No. OP134899000 to L. K. Comstock National Transit, LLC, the lowest responsive and responsible bidder for the 7th Street Metro Traction Power Substation (TPSS) replacement project on the Metro A Line, in the amount of $16,501,575, inclusive of sales tax, subject to the resolution of any properly submitted protest(s), if any; and

B. INCREASE the Life of Project Budget (LOP) for the Metro A Line 7th Metro Traction Power Substations Replacement and Project 205127 by $14,245,111, increasing the Life of Project (LOP) from $7,860,000 to $22,105,111.

38. SUBJECT: APPOINTMENT TO METRO GATEWAY CITIES SERVICE COUNCIL **2025-0940**

APPROVED ON CONSENT CALENDAR nominee for membership on Metro's Gateway Cities Service Council.

39. SUBJECT: P2000, P2550 LIGHT RAIL VEHICLE and HR4000 HEAVY RAIL VEHICLE INTEGRATED DATA AND COMMUNICATION SYSTEM (IDCS) **2025-0943**

APPROVED ON CONSENT CALENDAR Contract Modification No. 6, to Contract No. TS83056-2000, a firm fixed fee contract with Siemens Mobility, Inc. to exercise Options 2, 3 & 4 for installation and commissioning of the Integrated Data and Communication System (IDCS) on P2000, P2550 Light Rail Vehicles, and HR4000 Heavy Rail Vehicles, increasing the Not-To-Exceed (NTE) amount by $15,608,842 from $23,319,884 to $38,928,726. This action does not change the Board-approved Life-of-Project (LOP) for this project of $44,436,129.

40. SUBJECT: OPERATION AND MAINTENANCE OF COMPRESSED NATURAL GAS FUELING STATIONS **2025-0998**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

A. EXECUTE Modification No. 1 to Contract No. OP125246000 with Clean Energy for Divisions 2, 8, 9, and 15 to add the Operations and Maintenance (O&M) of Compressed Natural Gas (CNG) Fueling Stations at Division 13 in an amount Not-To-Exceed (NTE) $1,200,000, increasing the total contract value from $6,150,097 to $7,350,097; and

B. EXECUTE Modification No. 2 to Contract OP749030003367 with Clean Energy for Divisions 1, 3, 5, 7, 10, and 18 to continue the O&M of CNG Fueling Stations at those Divisions, in the NTE amount of $3,676,720, increasing the total contract value from $5,785,439 to $9,462,159.

41. SUBJECT: DIGITAL PRINTING PRESS **2025-0870**

APPROVED ON CONSENT CALENDAR BY TWO-THIRDS VOTE OF THE BOARD the Chief Executive Officer to:

A. AWARD a non-competitive firm fixed price Contract No. PS134472000 to Konica Minolta Business Solutions U.S.A, Inc. for the purchase of a large format digital printing press in support of Metro's Print Shop in the amount of $1,268,105; and

B. FINDING that there is only a single source of procurement for the item(s) set forth in recommendation A above and that the purchase is for the sole purpose of duplicating or replacing supply, equipment, or material already in use, as defined under Public Utilities Code Section 130237.

44. SUBJECT: METRO EXPRESSLANES - BACK OFFICE SYSTEM **2025-1009**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification No. 2 to Contract No. PS40164-2000 with TransCore LP for Metro ExpressLanes Back Office System (BOS) and exercise the first three-year option starting March 9, 2026 through March 9, 2029, in an amount Not-To-Exceed (NTE) $19,031,882, increasing the total contract price from $48,327,615 to $67,359,497.

45. SUBJECT: ON-ROUTE OPPORTUNITY CHARGERS FOR ZERO EMISSION BUSES **2025-1017**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

A. AWARD a seven-year, firm fixed unit rate contract, Contract No. OP128598000 to Camber Operating, Inc., for the acquisition and installation of up to 73 on-route opportunity chargers and associated components, parts, and software, and a Service Level Agreement (SLA) for the maintenance of the equipment in the Not-To-Exceed (NTE) amount of $58,244,127, subject to the resolution of any properly submitted protest(s), if any; and

B. EXECUTE individual contract modifications within the Board-approved Contract Modification Authority (CMA).

49. SUBJECT: CLOSED SESSION **2026-0036**

A. <u>Conference with Legal Counsel - Existing Litigation - G.C. 54956.9(d)(1)</u>

1. Richard Antoine, et al. v. LACMTA
   LASC Case No. 23CMCV00586, 23CMCV00242, and 24CMCV00238

   APPROVED settlement in the amount of $23,675,000 with $18,675,000 as Metro's contribution.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	Y	A	Y	A	Y	Y	Y	Y	Y	Y	Y

2. Cipriano Lopez, et al. v. Christopher Harris, et al.,
   LASC Case No. 24STCV10223

   APPROVED settlement in the amount of $3,000,000.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	Y	A	A	A	Y	Y	Y	Y	Y	A	Y

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(Item 49 – continued from previous page)

3. Jesus Ayala Hernandez v. LACMTA
   LASC Case No. 22STCV33637

   No report.

B. Conference with Real Estate Negotiator - Government Code 54956.8
Property: PBONE OSF-C, LLC, 100 S. Santa Fe Avenue, Los Angeles, CA
Agency Negotiator: Steve Craig Justesen, EO, and John Beck, Manager
Negotiating Party: Brendon Sullivan, Senior Vice President
Under Negotiations: Price and Terms

No report.

C. Conference with Legal Counsel - Anticipated Litigation - G.C. 54956.9(d)(4)
Initiation of Litigation (One case)

No report.

D. Conference with Labor Negotiator - Government Code 54957.6
Agency designated representatives: Cristian Leiva, Dawn Jackson-Perkins
Employee organizations: SMART, AFSCME, ATU, TCU and Teamsters

No report.

E. Public Employee Performance Evaluation - Government Code Section 54957(b)(1)
Title: Chief Executive Officer

No report.

Adjourned at 3:21 P.M.

Prepared by: Jennifer Avelar
Sr. Administrative Analyst, Board Administration

Collette Langston, Board Clerk

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

File #: 2025-0844, **File Type:** Agreement **Agenda Number:** 5.

**PLANNING AND PROGRAMMING COMMITTEE
FEBRUARY 18, 2026**

SUBJECT: SAN GABRIEL VALLEY COUNCIL OF GOVERNMENTS' JUMP START AND MID TERM CAPITAL PROJECTS

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. APPROVING the San Gabriel Valley Jump Start and Mid-Term capital project definitions (Project) as identified in the San Gabriel Valley Transit Feasibility Study completed by the San Gabriel Valley Council of Governments (SGVCOG) in February 2024; and

B. AUTHORIZING the Chief Executive Officer to negotiate and execute Amendment 3 to the existing Memorandum of Understanding with the SGVCOG to continue design refinement of the Project, conduct additional outreach services, complete environmental clearance, and obtain Project approval for an amount not to exceed $3,888,839, bringing the total funding to $7,988,839.

ISSUE

At its January 2025 meeting, the Board approved $800,000 (Amendment 2) to initiate environmental clearance, community outreach, and conceptual engineering for the Jump Start projects (Segments 1 -4 and 6) and Mid-Term Plan projects (Project) as defined in the SGVCOG Transit Improvements Feasibility Study. The SGVCOG Study team has conducted extensive stakeholder and community outreach meetings and technical work in 2025/2026 and is anticipated to fully expend the allocated funds by early Spring 2026. To complete these planning efforts, in December 2025, the SGVCOG has requested an additional $3,888,839 to complete environmental reviews, community engagement, conceptual design, and receipt of Project approval.

BACKGROUND

In February 2020, the Board withdrew the State Route (SR) 60 Alternative and Combined Alternatives from the Eastside Transit Corridor Phase 2 project environmental study. In the same month, the Board also approved Motion 8.1 by Directors Solis, Hahn, Butts, Garcia, Fasana, and Garcetti, directing staff to 1) prepare a feasibility study and develop high-quality transit service

options to serve the San Gabriel Valley, and 2) include a Funding Plan for the San Gabriel Valley and Gateway Cities subregions that encompasses Measure R and Measure M funding for the Eastside Transit Corridor Phase 2 Project (Attachment A). In May 2020, the Board passed Motion 5.1 by Directors Solis, Fasana, and Barger, directing staff to transfer funding to the SGVCOG to lead the study on the short- and long-term transit solutions (Attachment B).

Funding Received to Date

Prior to the SGVCOG's request for $3,888,839, Metro has to date provided a total of $4.1 million to fund SGVCOG's transit planning studies in phases, including:

- Phase 1 -- $1.5 million in an original MOU executed in February 2021 to initiate a feasibility study identifying short- and long-term transit solutions to serve the mobility needs in the SGV. Fifteen initial transit corridor improvement concepts were identified, addressing east-west and north-south corridor improvements, and of the 15, seven concepts (three east-west and four north-south corridors) were identified as most promising for improved transit services.

- Phase 2 -- $1.8 million in Amendment 1 as approved by the Board in June 2022, to refine the seven project alternatives, including development of conceptual-level engineering plans (5% design) and illustrative urban design drawings. The refinements led to recommended improvements that were divided into three priority-based groups including the Near-Term (six "Jump Start" segments), Mid-Term Plan (2035), and Long-Term Vision Plan (2050). In March 2024, the SGVCOG's Governing Board received and approved the final study report and directed SGVCOG staff to further develop project definitions, identify any appropriate environmental analysis needed, and work with Metro to request funding for this effort via the 2025 Metro Budget.

- Phase 3 -- $800,000 in Amendment 2 as approved by the Board in January 2025; at this time, the Board also received and filed the SGVCOG report. With these funds, the SGVCOG initiated additional outreach and continued project definition tasks to advance the Project.

DISCUSSION

In April 2025, SGVCOG and its consultant team held a kick-off meeting to initiate technical work and outreach for Phase 3 for the Project. Building on the completed Transit Feasibility Study, the SGVCOG and its consultant team continued with field data collection and technical parking and traffic circulation studies, extensive outreach efforts, evaluation of environmental analyses needed, and preliminary cost estimation, while working with Metro to identify funding. In August 2025, SGVCOG rebranded the current Phase 3 (Jump Start and Mid-Term) efforts to "SGV Forward."

City and Community Coordination

In Spring/Summer 2025, SGVCOG staff convened several cities in the Jump Starts Project area, including the cities of West Covina, Monterey Park, El Monte, Pomona, and South El Monte, to

discuss the Project and receive preliminary direction on the cities' goals, community outreach opportunities, and preferences. SGVCOG staff also discussed Transit Signal Priority (TSP) with the City of West Covina and coordinated with City of South El Monte on a traffic and parking study.

SGVCOG staff began stakeholder outreach meetings and preparation for collateral materials for participation in various community events in coordination with the cities of Monterey Park, Pomona, Rosemead, El Monte, and South El Monte in Fall 2025. In mid-September 2025, SGVCOG consultant staff attended the City of Monterey Park's Garvey Avenue Improvements Project community meeting. SGVCOG staff hosted outreach meetings in cities of Monterey Park and Rosemead in early 2026.

Starting November 2025, SGVCOG continued its engagement with community members in cities of West Covina, Monterey Park, Rosemead, El Monte, South El Monte, and Pomona. The purpose of these meetings was to provide updates to the study and gather feedback from the public. Public feedback received included support for shade structures at bus stops, landscaping preferences, traffic impacts, bike share, bus shelters, TSP and bus shelter amenities, and project design in relation to safety and security.

Transit Agency Coordination

In Summer 2025, SGVCOG staff met with Foothill Transit staff to discuss SGV Forward's project parameters, scope, and outreach plans, and to assess Foothill Transit's interest in serving as the transit operator. On August 29, 2025, SGVCOG staff provided a Project status update presentation to the Foothill Transit Governing Board.

Purpose of Funding Needed to Complete Phase 3

SGVCOG is requesting additional funding of $3,888,839 to:

- **Complete environmental clearance and seek Project approvals for Jump Starts 1-4 and 6 capital improvements by Spring 2027**. This includes development of BRT lane configurations, evaluation of traffic circulation, and parking analysis for segments along Atlantic Boulevard, Garvey Avenue, Valley Boulevard, and Holt Avenue.

- **Complete design refinement of the Project, conduct community outreach, complete environmental clearance and seek Project approval for Mid-Term capital improvements by Summer/Fall 2029.** The Mid-Term (2035) plan includes new east-west BRT improvements from Metro Atlantic Station in East Los Angeles to Pomona Transit Center, transit hub improvements at Metro Atlantic Station, El Monte Transit Center, Puente Hills Mall, Pomona Transit Center, and Pomona (North) Metrolink Station, new north-south BRT lanes along portions of Rosemead Boulevard, and additional TSP treatments on major arterials in the San Gabriel Valley.

Should the Board approve the Project definitions and authorize the recommended funding for design refinements, community outreach and environmental clearance, and as the SGVCOG completes each of these major milestones, Metro staff will return to the Board with recommendations for capital

Project approval(s) and/or funding plan(s) as appropriate.

DETERMINATION OF SAFETY IMPACT

Authorization of Amendment No. 3 to the MOU will not impact the safety of Metro's customers or employees, as the study is in the planning phase and no capital or operational impacts result from this Board action.

FINANCIAL IMPACT

The Metro Board has previously approved a total of $4.1 million to fund SGVCOG's transit planning studies. Approval of this amendment (Amendment 3 for Phase 3) for an additional $3,888,839 will bring the total approved programming amount to $7,988,839.

Billings to date for this study total $4,048,649. The project team anticipates invoicing for Amendment 3 to begin in FY26, and allocation of the remaining programming authority for Amendment 3 will be requested as part of future budget cycles from FY27 through FY29.

Since Phase 3 is a multi-year environmental planning, outreach, and design process, the Cost Center Manager and Chief Planning Officer will be responsible for making recommendations for budget consideration in future years based on Metro priorities and availability of funds. Annual budget approvals are pending annual evaluation of revenues and expenditures considerations by the Metro Board.

Impact to Budget

Funding for the San Gabriel Valley Transit Feasibility Study is included in the Board adopted FY26 budget of $1,250,000 in Cost Center 0441, Project Number 460233.

The source of funds for the recommended Board Action is Measure R, 35% for the Gold Line Eastside Extension, which is not eligible for Metro Bus and Rail Operations.

EQUITY PLATFORM

The proposed Phase 3 study continues the previous work efforts to identify transit enhancements aimed at improving mobility and providing reliable transit options for a subregion with a high percentage of transit-dependent populations and Equity Focus Communities (EFCs). The study's objectives included:

- Reducing travel times and making transit more appealing than driving
- Connecting key origins and destinations in the San Gabriel Valley (SGV)
- Offering diverse transit options, especially for EFCs
- Increasing service frequency to underserved areas

- Promoting transit-oriented communities to address growth and housing needs

As part of the feasibility study that was received and filed by the Board in January 2025, a study area definition report was created to outline the boundaries of the study area and contextualize land use patterns, demographics, transportation network, and existing transportation services. The focus of the study was on EFCs, communities with historically limited economic access, specifically those where over 40 percent of households are low-income (earning less than $35,000 annually), where 80% of households are non-white, or where 10 percent of households lack access to a vehicle. The demographics analysis identified priority areas that require improved transit services, which comprise 27 percent of the census tracts within the study area. EFCs were primarily located in Pasadena and Azusa (both along I-210), as well as in the cities of Alhambra, San Gabriel, Rosemead, El Monte, South El Monte, Baldwin Park, Covina, Pomona (along I-10), Monterey Park, Montebello, and Industry (along SR-60).

The Board's action to amend the MOU for the proposed Phase 3 Study is not anticipated to have equity impacts. The SGVCOG and its consultant followed the four pillars model included in Metro's Equity Platform Framework to identify and prioritize the needs of people living in EFCs in the Feasibility Study. Metro expects that the SGVCOG will continue to focus on serving EFCs throughout the Phase 3 study.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT as it includes outreach and environmental clearance for the Project. The SGV Forward will enhance service by shortening passenger travel times and increasing service reliability and efficiency. This Project is expected to encourage a shift from single-occupancy vehicles to public transit. This item also supports Metro's systemwide strategy to reduce VMT through planning activities that will benefit and further encourage transit ridership, ridesharing, and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This action supports the Metro Vision 2028 Strategic Plan. Specifically, SGV Forward supports Goals

#1 and #3 of the Strategic Plan: Goal #1. Provide high-quality mobility options that enable people to spend less time traveling and Goal #3. Enhance communities and lives through mobility and access to opportunity. By continuing efforts that provide high-quality mobility options in partnership with the SGVCOG, enhance communities and lives through mobility and access to transit, and addressing mobility challenges in San Gabriel Valley, Metro is continuing to work towards equitable and accessible transit services, reduce travel times and roadway congestion, and enhance connections to the regional transit network.

ALTERNATIVES CONSIDERED

The Board could decide to not approve this action. This is not recommended as it would be inconsistent with Board-adopted Motion 8.1 (February 2020), which directed the development of an "implementation plan to design, environmentally clear and construct a high-quality transit option that will serve State Route 60 Corridor cities and potentially the communities near the Los Angeles County/San Bernardino County border."

NEXT STEPS

If approved, the CEO will execute Amendment 3 to the Memorandum of Understanding with the SGVCOG. Metro staff will continue to support SGVCOG's planning progress and invoicing toward completion of the following milestones:

- Spring 2027: Complete environmental clearance and seek Project approval for Jump Start Segments 1-4 and 6
- Summer/Fall 2029: Complete environmental clearance and seek Project approval for Mid-Term improvements

Metro staff will return to the Board with a recommendation for Project approval and/or funding plan as appropriate, not limited to Measure R or M funds depending on sales tax receipts, and/or other external grants.

ATTACHMENTS

Attachment A - Motion 8.1 (February 2020)
Attachment B - Motion 5.1 (May 2020)
Attachment C - Project Map

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Stephanie Wiggins
Chief Executive Officer

Metro

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3rd Floor Board Room
Los Angeles, CA

Board Report

File #: 2020-0172, **File Type:** Motion / Motion Response **Agenda Number:** 8.1

REGULAR BOARD MEETING
FEBRUARY 27, 2020

Motion by:

DIRECTORS SOLIS, HAHN, BUTTS, GARCIA, FASANA, AND GARCETTI

Amendment to Item 8: Eastside Transit Corridor Phase 2

Since the passage of Measure R in 2008, the Los Angeles Metropolitan Transportation Authority (Metro) has been hard at work delivering a $40 billion, voter-approved program of projects aimed at enhancing Los Angeles County's transportation network. In 2016, voters doubled down on their approval of Measure R with their approval of Measure M, which brought forth $120 billion in additional sales tax revenues for a slew of transit, highway, and active transportation projects.

Both Measures R and M include the Eastside Transit Corridor Phase 2, also known as the Gold Line Eastside Extension Phase 2 project (Project), in their expenditure plans with $1.271 billion in Measure R sales tax revenues and $1.086 billion in Measure M sales tax revenues programmed for the Project. In total, the Project has approximately $3 billion programmed for one alignment available in 2029, and another $3 billion available for a second alignment in 2053. The Project's environmental document is currently in progress and includes the State Route 60 Alternative, the Washington Boulevard Alternative, and the Combined Alternative as potential alignments for the extension of the existing Gold Line light rail eastward from unincorporated East Los Angeles

Agenda Item 8 provides staff recommendations to withdraw the State Route 60 and Combined Alternatives from further consideration as part of the Project's environmental document. Additionally, staff recommendations include moving forward with Project environmental clearance under the California Environmental Quality Act only and forgoing any additional analysis under the National Environmental Policy Act. In parallel to completion of the environmental document, staff will also launch a feasibility study that will evaluate mobility needs in the San Gabriel Valley for communities along the State Route 60 corridor. The recommendations presented by staff have been informed by a number of in-depth technical studies that identified significant costs and engineering challenges for the delivery of both the State Route 60 and Combined Alternatives.

However, recommendation C under Agenda Item 8 would benefit from stronger specificity. It does not provide a timeframe for when the feasibility study would be presented to the Board, it is vague as to what options should be evaluated, and does not commit funding for this effort.

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SUBJECT: EASTSIDE TRANSIT CORRIDOR PHASE 2

RECOMMENDATION

APPROVE Motion by Directors Solis, Hahn, Butts, Garcia, Fasana, and Garcetti that the Board direct the CEO to add the following directive under Agenda Item 8:

e. Honor the commitment of $635.5 million made to the San Gabriel Valley subregion as part of Measure R documentation. This commitment will be recognized consistent with the funding years in the Measure R Expenditure Plan.

FURTHER that the Board direct the CEO to provide a report back to the Board in May 2020 that includes:

1. Recommendations for funding and cash flow (Funding Plan) for the San Gabriel Valley and Gateway Cities that encompasses all of the Measure R and Measure M funding for the Gold Line Eastside Extension Phase 2 to demonstrate subregional equity for both the San Gabriel Valley and the Gateway Cities. As part of the Funding Plan, include any potential inter-fund borrowing between Measures R and M, loan options, or other financial mechanisms necessary to retain overall equity while ensuring financial capacity to move the Gold Line Eastside Extension Phase 2 forward as an accelerated Pillar Project under Metro's Twenty-Eight by '28 Initiative.

2. Implementation plan to design, environmentally clear and construct a high-quality transit service option that will serve the State Route 60 Corridor cities and potentially the communities near the Los Angeles County/San Bernardino County border. The strategy should include details for outreach, timeframes to initiate and finish the environmental review, and a preliminary analysis of alternatives.

3. Consideration of, as part of the feasibility study for the San Gabriel Valley, high-quality transit service options including Bus Rapid Transit and Alternative Rail Transit Technology (i.e., Monorail Transit, or MRT) and identification of opportunities to connect Metro's transit network with the Foothill Gold Line as well as the Metrolink and Foothill Transit networks in the San Gabriel Valley.

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Board Report

File #: 2020-0368, **File Type:** Motion / Motion Response **Agenda Number:** 5.1.

PLANNING AND PROGRAMMING COMMITTEE
MAY 20, 2020

Motion by:

DIRECTORS SOLIS, FASANA, AND BARGER

Related to Item 5: San Gabriel Valley Transit Feasibility Study

SUBJECT: SAN GABRIEL VALLEY TRANSIT FEASIBILITY STUDY

RECOMMENDATION

APPROVE Amending Motion by Directors Solis, Fasana, and Barger

WE THEREFORE MOVE that the Board direct the CEO to report back in 30 days with recommendations to transfer funding to the San Gabriel Valley Council of Governments as part of the FY21 budget for the procurement and completion of the Feasibility Study. Recommendations should include provisions typical of Metro procurements such as small, disadvantaged, and/or disabled veteran business enterprise goals.

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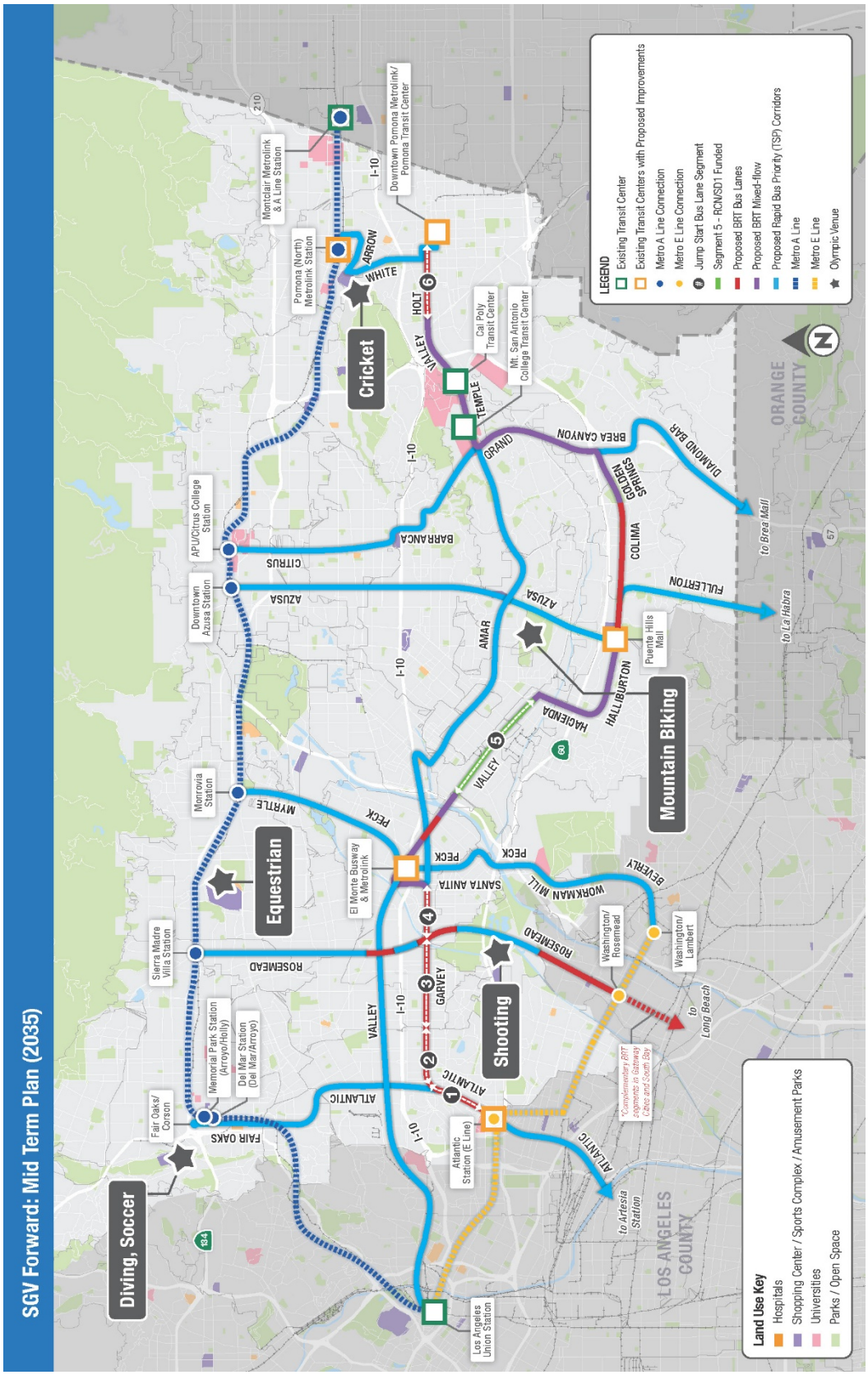

SGV Forward: Mid Term Plan (2035)
Diving, Soccer
Equestrian
Shooting
Cricket
Mountain Biking
LEGEND
Existing Transit Center
Existing Transit Centers with Proposed Improvements
Metro A Line Connection
Metro E Line Connection
Jump Start Bus Lane Segment
Segment 5 - RCNSD1 Funded
Proposed BRT Bus Lanes
Proposed BRT Mixed-flow
Proposed Rapid Bus Priority (TSP) Corridors
Metro A Line
Metro E Line
Olympic Venue
Land Use Key
Hospitals
Shopping Center / Sports Complex / Amusement Parks
Universities
Parks / Open Space
LOS ANGELES COUNTY
ORANGE COUNTY
Fair Oaks/ Orkson
Memorial Park Station (Arroyo/Holly)
Del Mar Station (Del Mar/Arroyo)
Sierra Madre Villa Station
Monrovia Station
Downtown Azusa Station
APU/Citrus College Station
Montclair Metrolink & A Line Station
Pomona (North) Metrolink Station
Downtown Pomona Metrolink/ Pomona Transit Center
Cal Poly Transit Center
Mt. San Antonio College Transit Center
Puente Hills Mall
El Monte Busway & Metrolink
Washington/ Rosemead
Washington/ Lambert
Atlantic Station (E Line)
Los Angeles Union Station
to Artesia Station
to Long Beach
to Brea Mall
to La Habra
*Complementary BRT segments to Gateway Cities and South Bay
FAIR OAKS
ROSEMEAD
MYRTLE
AZUSA
CITRUS
BARRANCA
ARROW
WHITE
HOLT
VALLEY
TEMPLE
GRAND
BREA CANYON
DIAMOND BAR
GOLDEN SPRINGS
COLIMA
FULLERTON
AMAR
HALLIBURTON
HACIENDA
PECK
SANTA ANITA
WORKMAN MILL
BEVERLY
ATLANTIC
GARVEY
I-10
I-210
I-605
I-710
SR-134
SR-60
SR-57

COUNTYWIDE PLANNING AND DEVELOPMENT

San Gabriel Valley Transit Feasibility Study | SGV Forward

Planning and Programming Committee
February 18, 2026

Metro

Legistar File No. 2025-0844

Recommendations

CONSIDER:

A. APPROVING the San Gabriel Valley Jump Start and Mid-Term capital project definitions as identified in the San Gabriel Valley Transit Feasibility Study completed by the San Gabriel Valley Council of Governments (SGVCOG) in February 2024; and

B. AUTHORIZING the Chief Executive Officer to negotiate and execute Amendment 3 to the existing Memorandum of Understanding (MOU) with the SGVCOG to continue design refinement of alternatives, conduct additional outreach services, complete environmental clearance, and obtain project approval for an amount not to exceed $3,888,839, bringing the total funding to $7,988,839.

Metro

Study Background

- February 2020: Motion 8.1 directed staff to 1) prepare a feasibility study and develop high-quality transit service options to serve the San Gabriel Valley, and 2) include a Funding Plan for the San Gabriel Valley and Gateway Cities subregions that encompasses Measure R and Measure M funding for the Eastside Transit Corridor Phase 2 Project.
- May 2020: Metro Board passed Motion 5.1 to transfer funding to the SGVCOG to lead the study on the short- and long-term transit solutions.
- March 2024: SGVCOG completed Final Feasibility study.
- January 2025: Metro Board received the Final Feasibility Study and allocated an additional $800,000 to SGVCOG for continuing development of their Jump Start projects (Segments 1-4 and 6) and Mid-Term Plan.

Progress To Date

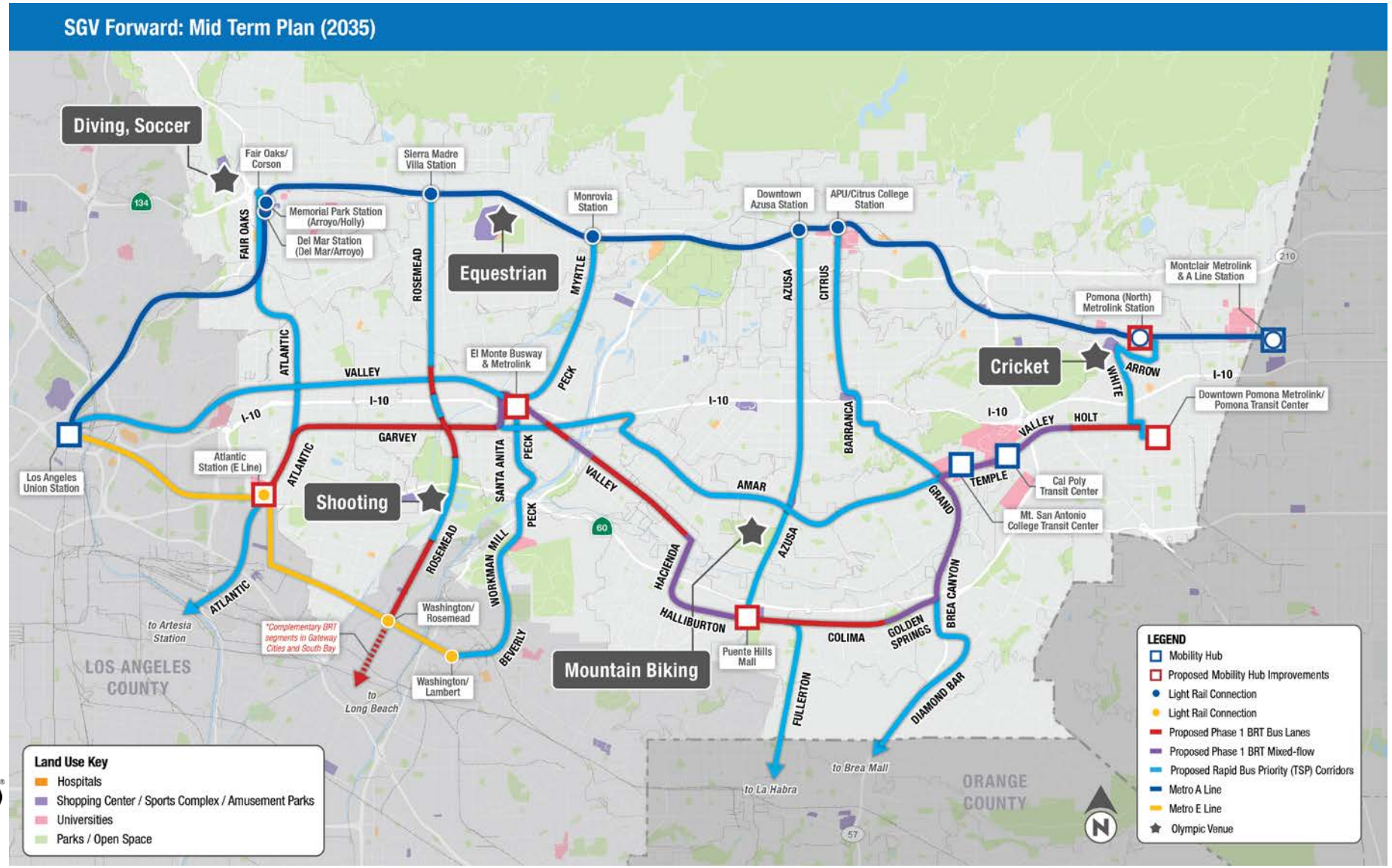
Since January 2025, SGVCOG Study team has conducted extensive outreach and technical work and expects to fully expend the allocated funds by early Spring 2026.

Work completed includes:

- Field data collection for parking and traffic studies
- Project re-branding to "SGV Forward"
- Community meetings hosted in 2025 and 2026 (Pomona, Monterey Park, El Monte and South El Monte, and Rosemead)
- Ongoing inter-agency coordination, including Foothill Transit, El Monte, South El Monte, and Metro
- Ongoing coordination with several cities, including West Covina, Monterey Park, Rosemead, El Monte, South El Monte, Pomona

Metro

San Gabriel Valley Jump Start and Mid-Term Capital Project Definitions



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Next Steps

- Upon Board approval, staff will work with SGVCOG to execute Amendment 3 to the MOU, allowing SGVCOG to continue design refinement of alternatives, conduct community outreach services, complete environmental clearance, and obtain project approval.

Task Description	Targeted Completion
Jump Start Segments 1-4 and 6: Environmental Clearance and Project Approval (including cost estimates and outreach)	Spring 2027
Mid-Term Projects: Environmental Clearance and Project Approval (including cost estimates and outreach)	Summer/Fall 2029

- Staff to present project approval and/or funding plan to the Metro Board of Directors (pending SGVCOG milestone completion).

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Board Report

File #: 2025-1069, **File Type:** Program **Agenda Number:** 6.

PLANNING AND PROGRAMMING COMMITTEE
FEBRUARY 18, 2026

SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM UPDATE - LAS VIRGENES/MALIBU SUBREGION

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. APPROVING:

1. Deobligating $41,834 in Measure M Multi-Year Subregional Program (MSP) - Active Transportation 1st/Last Mile Connections Program (Expenditure Line 56), as shown in Attachment A; and

2. Programming an additional $3,745,225 within the capacity of the Measure M MSP Highway Efficiency Program (Expenditure Line 57), as shown in Attachment B; and

B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

ISSUE

Measure M MSPs are included in the Measure M Expenditure Plan. All MSP funds are limited to capital projects. The annual update allows the Las Virgenes/Malibu Subregion and implementing agencies to approve new eligible projects for funding and revise the scope of work, schedule, and amend the project budget for previously funded projects. Funds are programmed through Fiscal Year (FY) 2029-30. The Board's approval is required to program additional funds and acknowledge the updated project lists (Attachments A & B), which serve as the basis for Metro entering into agreements and/or amendments with the respective implementing agencies.

BACKGROUND

Based on the amount provided in the Measure M Expenditure Plan, a total amount of $166.89 million was forecasted to be available for programming for the subregion for FY 2017-18 to FY 2029-30 in Active Transportation/Transit/Tech Program (expenditure line 56) and Highway Efficiency Program

(expenditure line 57). In prior actions, the Board approved programming $108.67 million in support of 30 projects. Therefore, $58.22 million is available to the Subregion for programming as part of this annual update. To date, $31.59 million (29% of programmed funds) has been expended. Three projects have been audited and closed. Two other projects have been completed and will enter the close-out audit process.

In line with the Board adopted Measure M Guidelines, agencies requesting funds must provide documentation demonstrating community support, project need, and multimodal transportation benefits that enhance safety, support traffic mobility, economic vitality, and enable a safer and well-maintained transportation system. Cities and Councils of Governments lead and prioritize all proposed transportation improvements, including procurement, the environmental process, outreach, final design, and construction.

DISCUSSION

The jurisdictional requests for updates presented herein were proposed by the cities and approved/forwarded by the Subregion. Metro staff worked closely with the Las Virgenes/Malibu Council of Governments (LVMCOG) and implementing agencies to review and confirm the eligibility of proposed project updates, including changes to the scope of work/schedule and/or funding requests, as applicable.

During staff review, Metro required a detailed project scope of work to confirm project eligibility and establish the program nexus, including but not limited to project location and limits, length, elements, phase(s), total estimated expenses, funding requested, and schedules. Final approval of funds for the projects shall be contingent upon the implementing agency demonstrating the eligibility of each project, as required in the Measure M Master Guidelines. Staff collected project details to enable the timely execution of project Funding Agreements for approved projects. All Measure M MSPs must be expended within three years from the fiscal year in which the funds are programmed, according to the Guidelines Timely Use of Funds Lapsing Policy. Staff will continue working with the implementing agencies to encourage the timely completion of the projects. Additionally, all projects are subject to a close-out audit after completion, according to the Guidelines.

Active Transportation/Transit/Tech Program (expenditure line 56)

This update includes a funding adjustment to one existing project as follows:

Westlake Village

- Deobligate $41,834 from MM4401.07 - Lindero Linear Park - Lindero Canyon Blvd from Agoura Rd to Foxfield Dr. project. This project is complete and audited. The project was completed under the project budget.

Highway Efficiency Program (expenditure line 57)

This update includes funding adjustments to five existing projects and two new projects as follows:

Agoura Hills

- Program an additional $1,000,000 in FY 30 for MM5503.02/MM5503.07 - Kanan Road Corridor from Thousand Oaks Blvd to Cornell Road, an existing Measure R funded project #MR311.14. The funds are programmed as follows: $5,313,493 in prior years, $1,162,138 in FY 27, $2,122,786 in FY 28 and $1,000,000 in FY 30 for a revised total grant of $9,598,417. This project includes additional on and off-ramp lanes, traffic signal synchronization, and upgraded sidewalks to improve safety of multi-modal users of the corridor. This project will likely increase Vehicle Miles Traveled (VMT). The funds will be used for the project's Project Study Report (PSR), Project Approval and Environmental Document (PAED), Project Approval and Environmental Document (PS&E), and construction phases.

- Program an additional $1,281,340 in FY 29 for the MM5503.12 - Agoura Road/Kanan Road Intersection Improvements, an existing Measure R funded project #MR311.04. The funds are programmed as follows: $7,506,529 in prior years, $1,060,000 in FY 26 and $1,281,340 in FY 29 for a revised total grant of $9,847,869. The project will involve a signalized intersection, sidewalk widening, and Class II bike paths that aim to improve pedestrian safety. This project will likely increase VMT. The funds will be used for the project's Right-of-Way (ROW) and construction phases.

Calabasas

- Program $200,000 in FY 27 for MM5503.19 - West Calabasas Road Infrastructure Modernization. This project will add a bike lane and sidewalks where none currently exist to improve access. This project will likely decrease VMT. The funds will be used for the project's PAED phase.

Hidden Hills

- Program additional $197,968 in FY 27 for MM5503.03 - Long Valley Road/Valley Circle/US101 On-Ramp Improvements, an existing Measure R funded project #MR311.34. The funds are programmed as follows: $1,215,652 in prior years, $485,059 in FY 26 and $197,968 in FY 27 for a revised total grant of $1,898,679. This project will add a right-turn pocket at the on-ramp and install a sidewalk where none currently exists, to improve traffic and safety. This project will likely increase VMT. The funds will be used for the project's PS&E, ROW, and construction phases.

Malibu

- Program $1,414,054 as follows: $400,000 in FY 27, $514,054 in FY 28, and $500,000 in FY 29 for MM5503.20 - Busch Drive/Pacific Coast Highway Roundabout Project. This project will include a two-lane roundabout at the intersection of Busch Drive, which will improve pedestrian and bicyclist safety and access. The project will likely decrease VMT. The funds will be used for the project's PAED and PS&E phases.

Westlake Village

- Program additional $933,275 in FY 29 for MM5503.10 - Lindero Sidewalk Extension - Baronsgate Rd. to Lakeview Canyon Rd., an existing Measure R funded project #MR311.21. The funds are programmed as follows: $2,378,247 in prior years and $933,275 in FY 29 with a revised total grant of $3,311,522. This project will install sidewalk segments to enhance pedestrian safety by connecting pedestrian access between transit stops and the local community. This project will likely decrease VMT. The funds will be used to complete the project's construction phase.

LA County

- Deobligate the remaining $1,281,412 from MM5503.06 - Malibu Canyon Road Improvements - Malibu Canyon Rd. at Piuma Rd. & Las Virgenes Rd. at Las Virgenes Canyon Rd project. LA County completed some improvements that addressed mobility and safety concerns in the project area and requested to cancel the remaining segment as it is no longer feasible due to environmental constraints and right-of-way challenges.

DETERMINATION OF SAFETY IMPACT

Programming of Measure M MSP funds to the Las Virgenes/Malibu Subregion projects will not have any adverse safety impacts on Metro's employees or patrons. The recommended projects support the development of a transportation system that will balance multimodal mobility options and improvements that enable people to spend less time traveling.

FINANCIAL IMPACT

In FY 26, $15.09 million is budgeted in Cost Center 0441 (subsidies budget - Planning), for the Active Transportation Program (Project #474401). No budget is budgeted Cost Center 0442 (Highway Subsidies) for the Highway Efficiency Program (Project #475503). Upon approval of this action, staff will reallocate necessary funds to appropriate projects within Cost Centers 0441 and 0442. Since these are multi-year projects, Cost Centers 0441 and 0442 will be responsible for budgeting the cost in future years.

Impact to Budget

The source of funds for these projects is Measure M Highway Construction 17%. This fund source is not eligible for Metro bus and rail operations expenses.

EQUITY PLATFORM

The Las Virgenes/Malibu subregion consists of the cities of Agoura Hills, Calabasas, Hidden Hills, Malibu, Westlake Village, and the adjacent unincorporated area of Los Angeles County, but no Equity Focus Communities (EFCs) are located within this subregion.

Metro staff provide technical assistance to jurisdictions, assisting agencies in determining funding eligibility and developing funding agreements, including project scope of work, cost and schedule.

Each city and/or agency, independently and in coordination with the subregion, undertakes their jurisdictionally determined community engagement process specific to the type of transportation improvement they seek to develop. These locally determined and prioritized projects represent the needs of cities and the subregion.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

While the agency remains committed to reducing VMT through transit and multimodal investments, some projects may induce or increase personal vehicle travel. However, these individual projects aim to ensure the efficient and safe movement of people and goods. Each project's VMT outcome is included in the brief project description earlier in this report. This Board item, which looks at a number of smaller investments across modes, will likely increase VMT in LA County.

Although this item may not directly contribute to the achievement of the Board-adopted VMT Reduction Targets, the VMT Targets were developed to account for the cumulative effect of a suite of programs and projects within the Metro region, which individually may induce or increase VMT. Additionally, Metro has a voter-approved mandate to deliver multimodal projects that enhance mobility while ensuring the efficient and safe movement of people and goods.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports the following goals of the Metro Vision 2028 Strategic Plan:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling by alleviating the current operational deficiencies and improving mobility along the projects.

Goal 4: Transform LA County through regional collaboration by partnering with the Council of Governments and the local jurisdictions to identify the needed improvements and take the lead in developing and implementing their projects.

ALTERNATIVES CONSIDERED

The Board could elect not to approve the additional programming of funds for the Measure M MSP projects for the Subregion. This is not recommended as the Subregion developed the proposed projects in accordance with the Measure M Ordinance, Guidelines, and Administrative Procedures which may delay the development and delivery of the projects.

NEXT STEPS

Metro staff will continue to work with the Subregion to identify and deliver projects. Funding Agreements will be executed with those who have funds programmed in FY 26. Program/Project updates will be provided to the Board annually.

ATTACHMENTS

Attachment A - Active Transportation/Transit/Tech Program Projects
Attachment B - Highway Efficiency Program Projects

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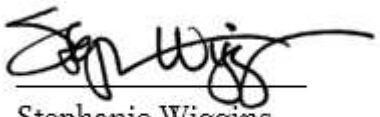


Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

Las Virgenes/Malibu Subregion
Measure M Multi-Year Subregional Plan - Active Transportation/Transit/Tech Program (Expenditure Line 56)

	Agency	Project ID #	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Years	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30
1	LVMCOG	MM4401.01	Planning Activities for Measure M Multi-Year Subregional Program ^	Planning Development		$ 119,097		$ 119,097	$ 93,104	$ 12,830	$ 13,163			
2	Calabasas	MM4401.02	City-wide Green Streets - Malibu Hills Road, Calabasas Road, Old Town Calabasas, Las Virgenes Road and Parkway Calabasas	PS&E Construction	compl	3,156,164		3,156,164	3,121,164	35,000				
3	Calabasas	MM4401.03	Mulholland Highway Gap Closure - Old Topanga Canyon Road - Phase I (CFP #F7516)	PS&E ROW Construction	clsd	2,200,000		2,200,000	2,200,000					
4	Calabasas	MM4401.11	Mulholland Highway Gap Closure - Old Topanga Canyon Road to City Limits (Phase II) (MR311.13)	PS&E Construction		14,959,880		14,959,880	8,500,585	2,740,000	3,719,295			
5	Malibu	MM4401.05	Pedestrian/Bicyclist Crosswalk Improvements - PCH @ Big Rock Dr. & 20356 PCH	PS&E Construction		683,219		683,219	200,000	313,219	170,000			
6	Malibu	MM4401.06	Westward Beach Parking and Walkway Improvements	PS&E Construction	clsd	4,360		4,360	4,360					
7	Malibu	MM4401.13	Pedestrian Undercrossing at Malibu Seafood	PS&E Construction		2,250,000		2,250,000	1,000,000	1,250,000				
8	Westlake Village	MM4401.07	Lindero Linear Park - Lindero Canyon Blvd from Agoura Rd to Foxfield Dr.	PS&E Construction	clsd	4,452,678	(41,834)	4,410,844	4,410,844					
9	Westlake Village	MM4401.12	Lakeview Canyon Road Pedestrian Safety Improvements	PAED PS&E Construction		5,444,832		5,444,832	3,000,000	1,101,000	1,343,832			
10	LA County	MM4401.09	Malibu Canyon Road Bridge Replacement	PS&E Construction		875,000		875,000	875,000					
11	LA County	MM4401.10	Topanga Beach Shuttle Bus Stops Improvements (Metro Orange Line to Metro Expo Line in Downtown Santa Monica)	PS&E Construction		400,000		400,000	400,000					
			Total Programming Amount			**$ 34,545,230**	**$ (41,834)**	**$ 34,503,396**	**$23,805,057**	**$ 5,452,049**	**$ 5,246,290**	**$ -**	**$ -**	**$ -**

Las Virgenes/Malibu Subregion
Measure M Multi-Year Subregional Plan - Highway Efficiency Program (Expenditure Line 57)

	Agency	Project ID #	Project/Location	Funding Phases	Note	Prior Alloc	Alloc Change	Current Alloc	Prior Years	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30
1	Agoura Hills	MM5503.01	Interchange - Chesebro Rd S to Driver Ave. & Chesebro Rd to N of interchange (MR311.03)	PS&E Construction		$ 8,495,436		$ 8,495,436	$ 8,495,436					
2	Agoura Hills	MM5503.02/ MM5503.07	Kanan Road Corridor from Thousand Oaks Blvd to Cornell Road (MR311.14)	PSR PA/ED PS&E Construction	chg	8,598,417	1,000,000	9,598,417	5,313,493		1,162,138	2,122,786		1,000,000
3	Agoura Hills	MM5503.12	Agoura Road/Kanan Road Intersection Improvements (MR311.04)	ROW Construction	chg	8,566,529	1,281,340	9,847,869	7,506,529	1,060,000			1,281,340	
4	Agoura Hills	MM5503.13	Agoura Hills Greenway Project (MR311.23)	ROW Construction		9,583,861		9,583,861	6,023,861	3,560,000				
5	Calabasas	MM5503.08	Calabasas Road Improvements	PS&E Construction		4,500,000		4,500,000	4,500,000					
6	Calabasas	MM5503.19	West Calabasas Road Infrastructure Modernization	PS&E	New		200,000	200,000			200,000			
7	Hidden Hills	MM5503.03	Long Valley Road/Valley Circle/US-101 On-Ramp Improvements (MR311.34)	PS&E, ROW Construction	chg	1,700,711	197,968	1,898,679	1,215,652	485,059	197,968			
8	Hidden Hills	MM5503.14	Hidden Hills Reginal Smart Cities Fiber Network Backbone	Construction	Deob	-		-	-					
9	Malibu	MM5503.04	Malibu Park and Ride Lots (MR311.35)	ROW	Compl	3,100,000		3,100,000	3,100,000					
10	Malibu	MM5503.05	Median Improvements PCH	PS&E Construction		2,000,000		2,000,000	2,000,000					
11	Malibu	MM5503.15	PCH Signal System Improvements from John Tyler Drive to Topanga Canyon Blvd (MR311.11)	Construction		1,500,000		1,500,000	-	1,500,000				
12	Malibu	MM5503.16	PCH at Las Flores Canyon Road and Rambla Pacifica Intersection Improvements (MR311.17)	Construction		2,036,110		2,036,110	-	2,036,110				
13	Malibu	MM5503.17	Pacific Coast Highway Quick Build Roundabouts	PS&E Construction		2,000,000		2,000,000	1,500,000	500,000				
14	Malibu	MM5503.20	Busch Drive/Pacific Coast Highway Roundabout Project	PAED PS&E	New	-	1,414,054	1,414,054	-		400,000	514,054	500,000	
15	Westlake Village	MM5503.10	Lindero Sidewalk Extension - Baronsgate Rd. to Lakeview Canyon Rd. (MR311.21)	Construction	chg	2,378,247	933,275	3,311,522	2,378,247				933,275	
16	Westlake Village	MM5503.18	Westlake Village ITS Signal Project	PS&E Construction		495,000		495,000	-	495,000				

ATTACHMENT B

	Agency	Project ID #	Project/Location	Funding Phases	Note	Prior Alloc	Alloc Change	Current Alloc	Prior Years	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30
17	LA County	MM5503.06	Malibu Canyon Road Improvements - Malibu Canyon Rd @ Piuma Rd. & Las Virgenes Rd @ Las Virgenes Canyon Rd	PS&E ROW Construction	chg	1,500,000	(1,281,412)	218,588	218,588					
18	LA County	MM5503.09	Agoura Hills and Westlake Village Intelligent Transportation System	PS&E Construction		2,380,000		2,380,000	2,380,000					
19	LVMCOG	MM4401.01	Planning Activities for Measure M Multi-Year Subregional Program	Planning Development		495,924		495,924	387,890	53,326	54,708			
20	LVMCOG	MM5503.11	Regional Smart Cities Fiber Network	PS&E Construction		14,800,000		14,800,000	6,800,000	8,000,000				
			Total Programming Amount			**$ 74,130,235**	**$ 3,745,225**	**$ 77,875,460**	**$ 51,819,696**	**$ 17,689,495**	**$ 2,014,814**	**$ 2,636,840**	**$ 2,714,615**	**$ 1,000,000**

Measure M Multi-year Subregional Program
Las Virgenes/Malibu Subregion

Planning and Programming Committee
February 18, 2026

Metro

File# 2025-1069

Las Virgenes/Malibu Subregion

- Two Multi-Year Subregional Programs (MSP)
  - Active Transportation/ Transit/Tech Program (expenditure line 56)
  - Highway Efficiency Program (expenditure line 57)
- Limited to Capital projects
  - Environmental Phase and forward

Los Angeles County Transportation Expenditure Plan

(2015 $ in thousands)

ATTACHMENT A
Groundbreaking Sequence
(Exceptions Noted)

For Reference Only	Project (Final Project to be Defined by the Environmental Process)	Notes	Schedule of Funds Available: Ground-breaking Start Date[1]	Schedule of Funds Available: Expected Opening Date (3 year range)	Subregion*	2016 - 2067 Local, State, Federal, Other Funding 2015$	Measure M Funding 2015$	Most Recent Cost Estimate 2015$**	Modal Code
	Multi-Year Subregional Programs			1st yr of Range					
47	Metro Active Transport, Transit 1st/Last Mile Program	p	FY 2018	FY 2057	sc	$0	$857,500	$857,500	H
48	Visionary Project Seed Funding	p	FY 2018	FY 2057	sc	$0	$20,000	$20,000	T
49	Street Car and Circulator Projects	k,p	FY 2018	FY 2022	sc	$0	$35,000	$35,000	T
50	Transportation System and Mobility Improve. Program		FY 2018	FY 2032	sb	$0	$293,500	$293,500	H
51	Active Transportation 1st/Last Mile Connections Prog.		FY 2018	FY 2057	w	$0	$361,000	$361,000	H
52	Active Transportation Program		FY 2018	FY 2057	nc	$0	$264,000	$264,000	H
53	Active Transportation Program		FY 2018	FY 2057	gc	$0	TBD	TBD	H
54	Active Transportation Program (Including Greenway Proj.)		FY 2018	FY 2057	sg	$0	$231,000	$231,000	H
55	Active Transportation, 1st/Last Mile, & Mobility Hubs		FY 2018	FY 2057	cc	$0	$215,000	$215,000	H
56	Active Transportation, Transit, and Tech. Program		FY 2018	FY 2032	lvm	$0	$32,000	$32,000	T
57	Highway Efficiency Program		FY 2018	FY 2032	lvm	$0	$133,000	$133,000	H
58	Bus System Improvement Program		FY 2018	FY 2057	sg	$0	$55,000	$55,000	T
59	First/Last Mile and Complete Streets		FY 2018	FY 2057	sg	$0	$198,000	$198,000	H
60	Highway Demand Based Prog. (HOV Ext. & Connect.)		FY 2018	FY 2057	sg	$0	$231,000	$231,000	H
61	I-605 Corridor "Hot Spot" Interchange Improvements ®		FY 2018	FY 2057	gc	$240,000	$1,000,000	$1,240,000	H
62	Modal Connectivity and Complete Streets Projects		FY 2018	FY 2057	av	$0	$202,000	$202,000	H
63	South Bay Highway Operational Improvements		FY 2018	FY 2057	sb	$600,000	$500,000	$1,100,000	H
64	Transit Program		FY 2018	FY 2057	nc	$500,000	$88,000	$588,000	T
65	Transit Projects		FY 2018	FY 2057	av	$0	$257,100	$257,100	T
66	Transportation System and Mobility Improve. Program		FY 2018	FY 2057	sb	$0	$350,000	$350,000	H
67	North San Fernando Valley Bus Rapid Transit Improvements	p,s	FY 2019	FY 2023	sc	$0	$180,000	$180,000	T
68	Subregional Equity Program	p,s	FY 2018	FY 2057	sc	TBD	TBD	$1,196,000	T/H
69	Countywide BRT Projects Ph 1 (All Subregions)	l,p	FY 2020	FY 2022	sc	$0	$50,000	$50,000	T
70	Countywide BRT Projects Ph 2 (All Subregions)	l,p	FY 2030	FY 2032	sc	$0	$50,000	$50,000	T
71	Active Transportation Projects		FY 2033	FY 2057	av	$0	$136,500	$136,500	H
72	Los Angeles Safe Routes to School Initiative		FY 2033	FY 2057	cc	$0	$250,000	$250,000	H
73	Multimodal Connectivity Program		FY 2033	FY 2057	nc	$0	$239,000	$239,000	H
74	Countywide BRT Projects Ph 3 (All Subregions)	l,p	FY 2040	FY 2042	sc	$0	$50,000	$50,000	T
75	Arterial Program		FY 2048	FY 2057	nc	$0	$726,130	$726,130	H
76	BRT and 1st/Last Mile Solutions e.g. DASH		FY 2048	FY 2057	cc	$0	$250,000	$250,000	T
77	Freeway Interchange and Operational Improvements		FY 2048	FY 2057	cc	$0	$195,000	$195,000	H
78	Goods Movement (Improvements & RR Xing Elim.)		FY 2048	FY 2057	sg	$0	$33,000	$33,000	T
79	Goods Movement Program		FY 2048	FY 2057	nc	$0	$104,000	$104,000	T
80	Goods Movement Projects		FY 2048	FY 2057	av	$0	$81,700	$81,700	T
81	Highway Efficiency Program		FY 2048	FY 2057	nc	$0	$128,870	$128,870	H
82	Highway Efficiency Program		FY 2048	FY 2057	sg	$0	$534,000	$534,000	H
83	Highway Efficiency, Noise Mitig. and Arterial Projects		FY 2048	FY 2057	av	$0	$602,800	$602,800	H
84	ITS/Technology Program (Advanced Signal Tech.)		FY 2048	FY 2057	sg	$0	$66,000	$66,000	H
85	LA Streetscape Enhance. & Great Streets Program		FY 2048	FY 2057	cc	$0	$450,000	$450,000	H
86	Modal Connectivity Program		FY 2048	FY 2057	lvm	$0	$68,000	$68,000	H
87	Public Transit State of Good Repair Program		FY 2048	FY 2057	cc	$0	$402,000	$402,000	T
88	Traffic Congestion Relief and Improvement Program		FY 2048	FY 2057	lvm	$0	$63,000	$63,000	H
89	Traffic Congestion Relief/Signal Synchronization		FY 2048	FY 2057	cc	$0	$50,000	$50,000	H
90	Arroyo Verdugo Projects to be Determined		FY 2048	FY 2057	av	$0	$110,600	$110,600	H
91	Countywide BRT Projects Ph 4 (All Subregions)	p	FY 2050	FY 2052	sc	$90,000	$10,000	$100,000	T
92	Countywide BRT Projects Ph 5 (All Subregions)	p	FY 2060	FY 2062	sc	$0	$100,000	$100,000	T
93	**Multi-Year Subregional Programs Subtotal**					**$1,430,000**	**$10,253,700**	**$12,879,700**	
94	**GRAND TOTAL**					**$21,011,027**	**$31,243,641**	**$53,450,669**	

February 2026 Recommendations

CONSIDER:

A. APPROVING:

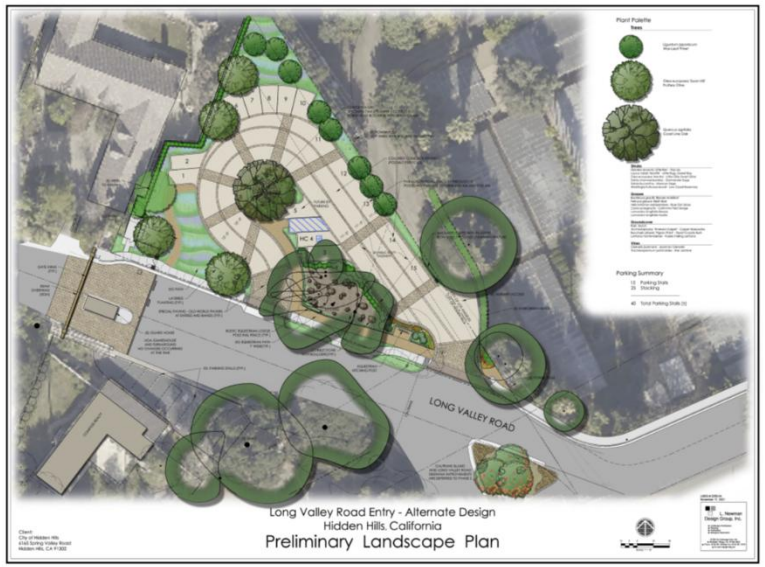
1. Deobligating $41,834 in Measure M Multi-Year Subregional Program (MSP) – Active Transportation 1st/Last Mile Connections Program (Expenditure Line 56), as shown in Attachment A; and

2. Programming additional $3,745,225 within the capacity of the Measure M MSP Highway Efficiency Program (Expenditure Line 57), as shown in Attachment B; and

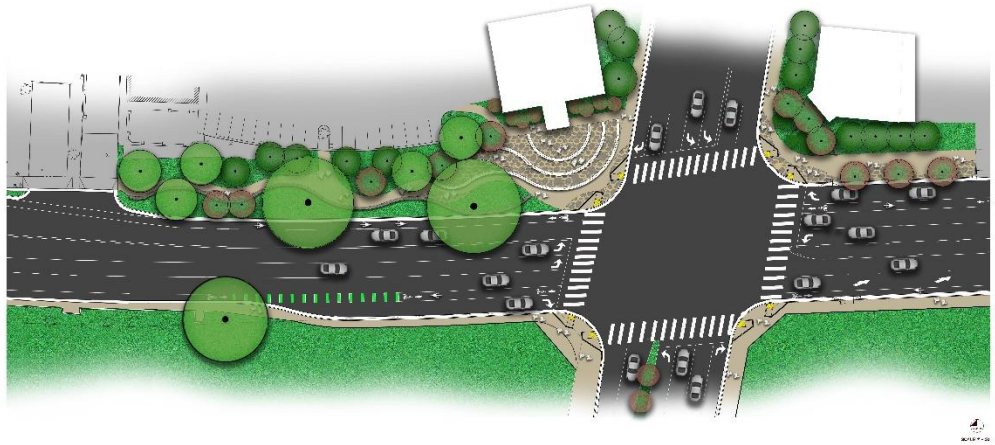
B. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

Recommended Projects

This update includes funding adjustments to one existing Active Transportation project, and five existing and two new Highway Efficiency Program eligible projects.



Hidden Hills (#MM5503.03) – Long Valley Road



Agoura Hills (#MM5503.12) - Kanan/Agoura Intersection

Next Steps

- Execute Funding Agreements with the implementing agencies to initiate projects
- Continue working with the Subregion to identify and deliver projects
- Return to the Board annually for Program/Project updates

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

File #: 2026-0025, **File Type:** Contract **Agenda Number:** 8.

CONSTRUCTION COMMITTEE
FEBRUARY 18, 2026

SUBJECT: VERMONT TRANSIT CORRIDOR BRT PROJECT- CONSTRUCTION MANAGER/GENERAL CONTRACTOR

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD Contract No. PS135255000 to Griffith Company, for the Vermont Transit Corridor Bus Rapid Transit (BRT) Project (Project) Construction Manager/General Contractor (CM/GC) Phase 1, in the amount of $4,792,452 for Preconstruction Services, subject to the resolution of any properly submitted protest(s), if any;

B. ESTABLISH a Preconstruction Budget for the Project in an amount of $198,460,000; and

C. NEGOTIATE and EXECUTE all project-related agreements and modifications within the authorized Preconstruction Budget.

ISSUE

Staff is seeking the Board's approval for two items in support of the Vermont Transit Corridor Bus Rapid Transit Project: (1) to award a CM/GC contract; and (2) to establish a Preconstruction Budget. The Preconstruction Budget is inclusive of this and all previously awarded contracts, expenses incurred to date, and anticipated additional preconstruction activities performed by the CM/GC and existing design and professional services contracts for the Project, all as summarized in the expenditure and funding plan for the Preconstruction Budget as shown in Attachment A.

BACKGROUND

The Vermont Transit Corridor BRT is a voter-approved Measure M Project, which includes 13 station locations, each with two bus stops (one northbound and one southbound), for a total of 26 BRT stations, and 1 layover. Station improvements include platforms, canopies, lighting, signage, security systems, public art, and landscaping.

The Vermont corridor is the busiest bus transit corridor in Los Angeles County with approximately

38,000 weekday boardings connecting the Metro B/D Lines (Red/Purple), E Line (Expo) and C Line (Green), as well as various east-west bus lines, to many key activity centers, including educational, cultural, medical, governmental, and faith-based institutions. The Project brings long-awaited improvements in travel time, service reliability, and customer experience along a 12.4-mile stretch of Vermont Avenue between Sunset Boulevard and 120th Street. The Project would also offer a vital north-south transit alternative to residents and businesses west of Interstate 110 (I-110; Harbor Freeway) and an opportunity to reinvest in communities along the Vermont Corridor. The Project is bordered by El Segundo Boulevard to the south, Los Feliz Boulevard to the north, the I-110 to the east and transitions between Western Avenue and Normandie Avenue to the west. The majority of the Project is located within the City of Los Angeles with approximately 2.5 miles at the southern end (western side of Vermont Avenue only) in unincorporated Los Angeles County. The Project includes several City of Los Angeles communities, including East Hollywood/Los Feliz, University Park/Exposition Park, Koreatown, and South Los Angeles, as well as the West Athens and Westmont communities in unincorporated Los Angeles County. These communities have some of the highest population densities in the region and have a disproportionately high proportion of transit-dependent residents.

The Project goals are to:

- Improve transit performance (reduce passenger travel times, improve efficiency in operations and service reliability, increase ridership);
- Enhance Customer Experience (enhance stations with passenger amenities, improve pedestrian access, improve safety and security);
- Invest in Community (Improve mobility options to provide access to destinations).

On November 13, 2025, the Federal Transit Administration (FTA) determined the Project to be consistent with the criteria associated with a categorical exclusion under the National Environmental Policy Act (NEPA), thus providing environmental clearance to the Project. A Construction Management Support Services (CMSS) Task Order (under Contract No. AE128436MC085) was issued in October 2025. A Task Order for design services (under Contract No. AE128314E0132) was issued in November 2025. Development of the final design for the Project is ongoing.

The CM/GC approach will be used to deliver and construct the Project. Utilizing CM/GC provides the benefit of contractor input during the design phase before the start of construction.

In order to move into this phase of preconstruction services, the Project will utilize the CM/GC contract that is the subject of this action and will continue to utilize support from Metro labor and previously awarded and existing contracts and agreements, as listed below and further explained in Attachment A.

- Construction Management Support Services (CMSS) provided by Zephyr-UAS, Inc (Contract No. AE128436MC085)
- Final design services provided by HNTB Corporation (Contract No. AE128314E0132)
- Program Controls Support Services (PCSS) from KKCS/Triunity Joint Venture (Contract No. PS89856000)

DISCUSSION

Staff selected the CM/GC delivery method for Phase 1 of the Project as it enables Metro to engage a General Contractor to act as the “Construction Manager” consultant and collaborate with Metro and the design consultant. The CM/GC process provides the ability to effectively integrate benefits from the early engagement of construction experts that will enable Metro to make informed decisions during the design process and provide substantive benefits to the project. Further, the CM/GC delivery method for this project will also improve construction quality, encourage value engineering, provide higher certainty on the final construction cost and delivery schedule, and minimize risks related to construction change orders, disputes, and third-party delays during construction.

The CM/GC will deliver the Project in two distinct contract phases. The Preconstruction Budget establishes Phase 1, the Preconstruction Phase (Design), which allows the contractor to work with the design consultant and Metro to identify risks, provide cost estimates, and refine the project schedule. During Phase 1, Metro will work with the contractor to explore opportunities to accelerate the delivery schedule, execute early work packages to advance eligible field work for which Metro has pre-award authority from the FTA, as well as leverage their expertise to drive the completed design in a direction that remains within approved project budgets. As the design approaches completion, the CM/GC contractor and Metro negotiate the contract price for Phase 2, the Construction Phase.

If both the CM/GC and Metro reach an agreement on the Construction Phase costs, staff will return to the Board with a recommendation to approve the Life of Project (LOP) and authorize the Phase 2 Contract Supplement. With Board approval, Metro will execute a Contract Supplement and issue a Notice to Proceed (NTP) for Phase 2 and then the second contract phase (Construction Phase) will begin.

At any stage during the Preconstruction design period, Metro can exercise an “off-ramp” and seek another contractor by competitively bidding on the Project’s final design, while still benefitting from the previous work performed by the contractor. The CM/GC Phases are described in more detail below:

- Phase 1 Preconstruction Services expressly sets out the work that the contractor will perform, such as design review, cost estimating, schedule, maintenance of traffic plans and execution of Early Works Packages.
- Upon issuance of NTP for Phase 1, the contractor, design consultant, CMSS, and Metro will work side by side to review constructability, undertake value engineering, conduct site investigations, assess market conditions, and provide current contractor price estimates, risk assessments, and construction schedules at each successive prescribed design interval to finalize the design.
- Throughout Phase 1, the contractor will provide Metro with Opinion of Probable Costs (OPCs), which are detailed cost estimates that will enable staff to evaluate the projected Project costs against the Project budget and make necessary adjustments to the scope or schedule.
- If both parties agree to a final OPC, staff will seek Board approval to award Phase 2 construction to the contractor. If not, Metro will have the option to terminate the contract with the contractor and package the design documents into a separate bid package. This off-ramp

will be available for Metro throughout Phase 1 as staff evaluates each OPC.

- Throughout Phase 2 negotiations, Metro will maintain the following parameters to mitigate discrepancies and to increase the likelihood of project success:
    - the contractor's fee and margin initially proposed will be retained in all OPCs;
    - the Phase 1 specification sets out the form and frequency of OPCs to provide for multiple checkpoints for Metro;
    - the CM/GC contract sets out the conditions of the price proposal for Phase 2 and the information that the contractor is required to submit.
    - the CM/GC contract sets out a clear governance structure for managing Phase1, including the establishment of working groups that include members from Metro, the contractor team, and any relevant third parties; and
    - the process for establishing all OPCs will employ transparent open-book methods and the use of independent cost estimates to validate pricing.

By utilizing the CM/GC approach to deliver and construct the Project, the contractor will provide feedback during the design development phase before the start of construction. The design team will work collaboratively with the CM/GC staff and incorporate input on constructability, Project phasing, and value engineering ideas as the design progresses.

The Project alignment runs through two municipalities (City of Los Angeles and County of Los Angeles) and is built entirely within the public right-of-way. The design for the Project will be delivered in multiple packages to facilitate phasing the design and construction of the project to optimize the schedule while accommodating the different design review and approval processes applicable to each of the municipalities and all Agencies Having Jurisdiction (AHJ). Metro anticipates issuing multiple Early Works Packages to facilitate early construction along the corridor prior to design completion.

As detailed in Attachment A, the proposed Preconstruction Budget of $198,460,000 is inclusive of the following:

- All expenses incurred to date during the planning, preliminary engineering, and contract development stages
- Phase I preconstruction contractor expenses (constructability reviews, cost estimating, etc.)
- Final design services and design support services during construction of Early Works Packages.
- Construction Management support, agency labor, and other professional services to support work through Phase 1
- Metro staff professional services through Phase 1
- Third Party expenses to support final design and Early Works Packages
- Right-of-Way expenses

- Early Works Packages required to meet the aggressive project schedule
    - Procurement of long lead material (bus shelters, street lights, traffic signals)
    - Pavement restoration and striping
    - Construction of four (4) of the thirteen (13) stations

Once both parties agree to a final contract price for the project, staff will return to the Board to seek approval of the LOP budget and seek approval to enter into the final Phase 2 construction agreement.

DETERMINATION OF SAFETY IMPACT

The recommended Board action will have no detrimental impact on safety.

FINANCIAL IMPACT

The funds required in FY26 for the Phase 1 Preconstruction Services are included in the adopted budget under Cost Center 8510 Project number 471402, under various accounts, including professional and technical services. Annual budgeting within the approved preconstruction budget for the future fiscal years will be the responsibility of the Project Manager, Cost Center Manager, and the Chief Program Management Officer.

Impact to Budget

The Project has capital funding programmed into the Metro financial forecast based on the cost estimate prepared for the Local Measure M Expenditure Plan of $25 million. The source of funds for this action is Local Measure M 35% dedicated to this project by ordinance.

The funding for the Preconstruction Budget comes from the following sources:

- $25 million from Local Measure M
- $36.7 million from Local Proposition C
- $81.1 million from the State's SB1 Local Partnership Program (LPP)
- $5 million from the State's Transit & Intercity Rail Capital Program (TIRCP)
- $48.8 million from the Federal Congestion Mitigation & Air Quality Program (CMAQ)
- $2 million from the Federal FTA Community Project Funding

The grand total of Project funding available to support the preconstruction budget is approximately $198.6 million. These funds are not eligible for Metro Bus and Rail Operations.

EQUITY PLATFORM

For the Vermont Transit Corridor BRT CM/GC contract, the Disadvantaged Business Enterprises (DBE) goal established by the Diversity and Economic Opportunity Department (DEOD) for the

Phase 1 Work, is zero percent (0%) of the Phase 1 Contract Price. The U.S. Department of Transportation (USDOT) issued an Interim Final Rule (IFR) that makes changes to the DBE Program, including suspension of goals and enforcement, effective October 3, 2025. While the DBE commitment is not a factor in the staff recommendation, Griffith Company listed 12 Metro-certified small businesses to participate in this contract. For the Phase 2 Work, provided that Metro and the contractor agree to proceed with any Phase 2 Work and subject to Applicable Law, Metro may establish DBE contract goal(s) in accordance with the Contract.

The CM/GC RFP evaluation criteria allocated a possible 40 points out of 800 total technical points to the proposing firm's demonstration of a well-defined approach to support Metro's community benefits and workforce development goals and objective across all Phases of the Project. Proposers were instructed to reference policies, practices, and training programs at the organizational level as well as values and behaviors at the individual level that would establish an inclusive workplace culture reflective of the community in which the Project is located and that support trustworthy communication among the Project team and the community.

In performance of the Scope of Services, the CM/GC is required to collaborate with Metro and other Metro contractors to participate in and provide support for community meetings and all public notification relating to the Project and Construction Work. Support provided by the CM/GC will include attending meetings, supplying materials and support personnel, and preparing presentations and other materials, as directed by Metro.

The Project area is comprised of Equity Focus Communities (EFCs) within the City of Los Angeles and County of Los Angeles and will provide the benefits of enhanced mobility and regional access for transit riders within those communities. The Project will allow people living in EFCs along the corridor to connect with the greater regional transportation network and key destinations via the 13 planned stations located in EFCs.

The outreach strategy for the Project (during the completed planning and environmental phase) was designed to engage with historically marginalized groups through the use of multilingual outreach materials (English, Spanish, Armenian, Korea, and Tagalog to name a few), live-translation during meetings, accessible meeting times and locations, regular updates via a mailing list, and transit-intercept surveys to reach current riders who were otherwise unable to attend meetings.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, the Vermont Transit Corridor Project is expected to contribute to further reductions in VMT as it includes the implementation of a high-quality Bus Rapid Transit alternative along Vermont Avenue. This BRT service will enhance transit along the corridor by

shortening passenger travel times and increasing service reliability and efficiency. This project is expected to encourage a shift from single-occupancy vehicles to public transit. Additionally, it will enhance access for cyclists and pedestrians to/from the stations.

To help characterize the VMT effects of the Project and provide a basis for comparing Project scenarios, the travel demand model estimated the Project's VMT benefit by multiplying the number of person-trips shifted from automobiles to transit because of the Project (as forecasted by the CBM18 B model [Metro, 2019b]) by the associated station-to-station (or comparable zone-to-zone) trip distances. The estimated user benefit is a savings of about 85,000 VMT resulting in the removal of 37 metric tons of CO2 daily due to the implementation of the Project. A dedicated BRT lane can move 3 times the number of people per hour than a mixed traffic lane. This analysis was conducted as part of the Vermont Transit Corridor Planning and Environmental Study and aligns with the State statuary goals of reducing greenhouse gas emissions and increasing multimodal transportation networks.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports:

- Strategic Plan Goal 1: Provide high quality mobility options that enable people to spend less time traveling;
- Strategic Plan Goal 2: Deliver outstanding trip experience for all users of the transportation system; and
- Strategic Plan Goal 3: Enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The Board may choose not to move forward with awarding the contract and establishing the Preconstruction Budget. This is not recommended as Metro will incur undesirable schedule delays and cost increases. If the award of the CM/GC contract is not approved, Metro would seek another contractor by competitively bidding on the Project's final design once the design is completed and approved.

NEXT STEPS

Upon Board approval, staff will execute CM/GC Contract No. PS135255000 with Griffith Company. Metro staff will engage the CM/GC contractor to initiate Phase 1 Preconstruction Services in coordination with the design consultant and CMSS consultant to advance completion of the final design. Staff will return to the Board to seek approval of the LOP budget and authorization to advance the corresponding Phase 2 Contract Supplement in FY27.

ATTACHMENTS

Attachment A - Expenditure and Funding Plan
Attachment B - Procurement Summary
Attachment C - DEOD Summary

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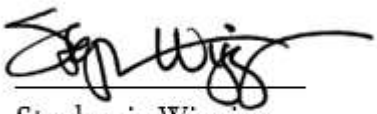

Stephanie Wiggins
Chief Executive Officer

Attachment A - Expenditure and Funding Plan
Vermont Transit Corridor BRT Phase 1 Preconstruction Budget

Use of Funds	Total	Inception Thru FY25	FY26	FY27
Planning, Enviromental and Preliminary Engineering Services	$ 39,970,000	$ 28,170,000	$ 11,800,000	$ -
Phase 1 - Preconstruction Services				
CM/GC Preconstruction Services	$ 4,800,000		$ 1,250,000	$ 3,550,000
Final Design Services	$ 18,600,000		$ 7,620,000	$ 10,980,000
CMSS Services	$ 7,450,000		$ 2,070,000	$ 5,380,000
Early Works Packages	$ 93,200,000		$ -	$ 93,200,000
Other Professional Services	$ 4,450,000		$ 1,480,000	$ 2,970,000
Third Party	$ 5,080,000		$ 1,680,000	$ 3,400,000
Right Of Way	$ 1,370,000		$ 500,000	$ 870,000
Agency Costs	$ 8,060,000		$ 3,430,000	$ 4,630,000
Contingency				
Contingency (10%)	$ 15,480,000		$ 2,980,000	$ 12,500,000
Total Preconstruction Services Budget	**$ 198,460,000**	**$ 28,170,000**	**$ 32,810,000**	**$ 137,480,000**

Source of Funds	Total			
Local - Measure M	$ 25,000,000	$ 25,000,000	$ -	$ -
Local - Proposition C	$ 36,660,000	$ -	$ 30,980,000	$ 5,680,000
State - SB1 Local Partnership Program (LPP)	$ 81,060,000	$ -	$ -	$ 81,060,000
State - Transit & Intercity Rail Capital Program (TIRCP)	$ 5,000,000	$ 3,170,000	$ 1,830,000	$ -
Federal - Small Starts	$ -	$ -	$ -	$ -
Federal - Congestion Mitigation & Air Quality Program (CMAQ)	$ 48,740,000	$ -	$ -	$ 48,740,000
Federal - FTA Community Project Funding	$ 2,000,000	$ -	$ -	$ 2,000,000
Total Project Funding	**$ 198,460,000**	**$ 28,170,000**	**$ 32,810,000**	**$ 137,480,000**

PROCUREMENT SUMMARY

VERMONT TRANSIT CORRIDOR BRT PROJECT / PS135255000

1.	**Contract Number**: PS135255000	
2.	**Recommended Vendor**: Griffith Company	
3.	**Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: September 18, 2025	
	B. Advertised/Publicized: September 18, 2025	
	C. Pre-Proposal Conference: October 8, 2025	
	D. Proposals Due: November 25, 2025	
	E. Pre-Qualification Completed: January 16, 2026	
	F. Ethics Declaration Forms Submitted to Ethics: November 25, 2025	
	G. Protest Period End Date: February 24, 2026	
5.	**Solicitations Picked up/Downloaded**: 184	**Bids/Proposals Received**: 3
6.	**Contract Administrator**: Yamil Ramirez Roman	**Telephone Number**: 213-922-1064
7.	**Project Manager**: Chris Sheaffer	**Telephone Number**: 213-922-5465

A. Procurement Background

This Board Action is to approve the award of Contract No. PS135255000 issued to provide Construction Manager/General Contractor (CM/GC) services for the Vermont Transit Corridor Bus Rapid Transit (BRT) project. Board approval of contract award is subject to the resolution of any properly submitted protest(s), if any.

Request for Proposals (RFP) No. PS135255 was issued in accordance with Metro's Acquisition Policy and the contract type for Phase 1 is firm fixed price. The Diversity & Economic Opportunity Department recommended a 0% Disadvantaged Business Enterprise (DBE) goal for Phase 1 Work. The U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program, including suspension of goals and enforcement, effective October 3, 2025. As such, the DBE commitment is not a factor in this recommended action.

Five (5) amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on October 10, 2025, informed proposers of the IFR changes to the DBE Program and clarified that DBE participation would not be a factor or requirement for the solicitation.
- Amendment No. 2, issued on October 22, 2025, replaced the Key Personnel role of Quality Assurance Manager with Project Quality Manager.
- Amendment No. 3, issued on October 31, 2025, updated Task 3 (Construction Phasing and Staging) of the Exhibit 3 – Project Requirements.

- Amendment No. 4, issued on November 4, 2025, updated the proposal due date from November 19, 2025 to November 25, 2025.
- Amendment No. 5, issued on November 19, 2025, provided changes to the RFP document to reflect the U.S. Department of Transportation (USDOT) IFR implementing changes to the Disadvantaged Business Enterprise (DBE) Program.

A total of 184 downloads of the RFP were included in the planholders' list. A virtual pre-proposal conference was held on October 8, 2025, that was attended by 36 participants. Staff received 29 questions, and responses were provided prior to the proposal due date.

Three proposals were received by the due date of November 25, 2025.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's Program Management Office, Program Control, and Planning Departments was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated based on the following evaluation criteria and weights:

• Capability and Experience	290 points
• Project Understanding	80 points
• Project Approach	390 points
• Community Benefits and Workforce Development	40 points
• Price	200 points

Several factors were considered when developing the weighting for the evaluation criteria, giving the greatest importance to Project Approach.

In addition, the price evaluation criteria consisted of price elements with pre-established parameters to reflect the phases of the project, designed to establish a level playing field and to arrive at one price formula that would be evaluated with the understanding that only the amount listed under Phase 1 Pre-Construction Lump Sum Fee would be used for the awarded Contract Value (subject to clarification and/or negotiations). The price elements stated in the RFP are as follows:

1. Phase 1 Pre-Construction Lump Sum Fee
2. Delay Compensation Rate (daily) for Phase 1 with an assumed estimated quantity of 90 days of Compensable Delay during Phase 1 (for evaluation purposes only)
3. Phase 2 Management Lump Sum Fee, assuming a 12-month period of performance for Phase 2 work (for evaluation purposes only)

4. Phase 2 Margin Percentage, assuming a construction cost of $200,000,000 (for evaluation purposes only)

Of the proposals received, all three were determined to be within the competitive range and are listed below in alphabetical order:

1. Griffith Company
2. Kiewit Infrastructure West Co.
3. Myers-Shimmick, a Joint Venture between Myers & Sons Construction LLC and Shimmick Construction Company, Inc.

During the period of December 18, 2025, to January 7, 2026, the PET independently evaluated and scored the technical proposals. On January 8, 2026, the PET met and deliberated on the proposals received and their independent scores. Upon finalizing deliberations, the PET reached consensus scoring.

Qualifications Summary of Recommended Firm:

Griffith Company's (Griffith) proposal demonstrated experience in construction in the public right-of-way involving paving, curb and gutter, sidewalk, other hardscape and landscaping, storm drains and utility adjustments, and other bus rapid transit project elements. The proposal showed a thorough understanding of the project requirements. The team's extensive experience delivering comparable CM/GC transit corridor projects under fixed milestone conditions supports confidence in its ability to manage complex third-party coordination, maintain transit operations, and develop reliable Phase 2 pricing, consistent with the Project Requirements.

Griffith's proposal demonstrated clear understanding of the Project's CM/GC delivery requirements and critical schedule constraints, including the need to achieve Substantial Completion ahead of the 2028 Summer Olympics. The Phase 1 approach emphasizes early constructability reviews, open-book cost modeling, proactive risk identification, and close integration with the PS&E Designer.

The evaluation performed by the PET determined that the proposal from Griffith Company demonstrated competent and professional qualifications to perform the services required and is determined to be the highest ranked proposer. The results of the final scoring are shown below, in rank order:

1	Firm	Maximum Points	Earned Points	Total Points	Rank
2	**Griffith Company**				
3	Capability and Experience	290	254.95		
4	Project Understanding	80	66.40		
5	Project Approach	390	330.73		
6	Community Benefits and Workforce Development	40	33.60		
7	Price	200	200.00		
8	**Total**	**1000**		**885.68**	**1**
9	**Myers-Shimmick**				
10	Capability and Experience	290	244.18		
11	Project Understanding	80	62.00		
12	Project Approach	390	313.43		
13	Community Benefits and Workforce Development	40	32.00		
14	Price	200	165.87		
15	**Total**	**1000**		**817.48**	**2**
16	**Kiewit Infrastructure West Co.**				
17	Capability and Experience	290	218.75		
18	Project Understanding	80	63.00		
19	Project Approach	390	294.10		
20	Community Benefits and Workforce Development	40	31.50		
21	Price	200	145.85		
22	**Total**	**1000**		**753.20**	**3**

C. Cost/Price Analysis

The recommended Award Amount has been determined to be fair and reasonable based upon fact finding, comparison with an Independent Cost Estimate (ICE), and cost and price analysis.

Proposer Name	Proposal Amount	Metro ICE	Award Amount
Griffith Company	$4,792,452 (Phase 1 Pre-Construction Lump Sum Fee)	$7,500,000	$4,792,452 (Phase 1 Pre-Construction Lump Sum Fee)
	$7,550.00/day (Delay Compensation for Phase 1)		$7,550.00/day (Delay Compensation for Phase 1)
	$160,227.05/month (Phase 2 Management Lump Sum Fee)		$160,227.05/month (Phase 2 Management Lump Sum Fee)
	8% (Phase 2 Margin Percentage)		8% (Phase 2 Margin Percentage)
Myers-Shimmick	$6,779,817 (Phase 1 Pre-Construction Lump Sum Fee)		
	$7,550.00/day (Delay Compensation for Phase 1)		
	$160,593.34/month (Phase 2 Management Lump Sum Fee)		
	9% (Phase 2 Margin Percentage)		
Kiewit Infrastructure West Co.	$8,500,000 (Phase 1 Pre-Construction Lump Sum Fee)		
	$16,665.00/day (Delay Compensation for Phase 1)		
	$227,414.00/month (Phase 2 Management Lump Sum Fee)		
	8.5% (Phase 2 Margin Percentage)		

All firms proposed price elements that fell within the pre-established parameters set forth in the RFP.

D. Background on Recommended Contractor

The recommended firm, Griffith Company, headquartered in Brea, CA has been in business for 120 years and provides general contractor and construction services for highway, roads, bridges, and airports, among others. The firm has extensive experience working with other public agencies such as Caltrans, County of San Bernardino, City of San Diego, Los Angeles World Airports (LAWA), Port of San Diego, and the City of Long Beach.

DEOD SUMMARY

VERMONT TRANSIT CORRIDOR BRT PROJECT / PS135255000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 0% Disadvantaged Business Enterprise (DBE) goal for Phase 1 (Pre-construction). The U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program, including suspension of goals and enforcement, effective October 3, 2025. While the DBE commitment is not a factor in the staff recommendation, Griffith Company listed twelve (12) Metro-certified small businesses to participate in this contract.

For the Phase 2 Work, provided that Metro and the contractor agree to proceed with any Phase 2 Work, and subject to Applicable Law, Metro may establish DBE contract goal(s) in accordance with the Contract.

B. Local Small Business Enterprise (LSBE) Preference

The LSBE preference is not applicable to federally funded procurements. Federal law (49 CFR § 661.21) prohibits the use of local procurement preferences on FTA-funded projects.

C. Small Business Engagement Outreach Plan (EOP)

Griffith Company submitted an Engagement Outreach Plan (EOP), as a part of its proposal, describing its plan for engagement and outreach to the small and disadvantaged business communities on contracting opportunities for all phases of the Work.

D. Contracting Outreach and Mentoring Plan (COMP)

The Contractor Outreach and Mentoring Plan (COMP) is not applicable to Phase 1 work. However, for Phase 2 Work (including any Early Works Packages), Griffith Company will be required to submit a COMP and comply with the requirements to mentor certified small business firms for protégé development, in accordance with the Contract.

E. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

F. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

G. Project Labor Agreement/Construction Careers Policy

This contract is subject to Metro's Project Labor Agreement (PLA) and Construction Careers Policy (CCP) requirements. For PLA-applicable construction contracts, including Early Works Packages (EWPs) exceeding $2.5 million, the Contractor shall comply with Metro's National Targeted Hiring goals in effect at the time of award.

Federally Funded Projects		
Community / Local Area Worker Goal	Apprentice Worker Goal	Disadvantaged Worker Goal
40%	20%	10%

Compliance shall be reported and monitored in accordance with Metro's established PLA/CCP reporting and compliance procedures.

H. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does not apply to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least $50 million.

A High-Capacity, Reliable Transit Solution for the Vermont Corridor

Vermont Transit Corridor Bus Rapid Transit (2026-0025)

Metro

Vermont BRT Project

RECOMMENDATION:

Authorize the CEO or designee to:

A. AWARD Contract No. PS135255000 to Griffith Company, for the Vermont Transit Corridor Bus Rapid Transit Project Construction Manager/General Contractor Phase 1 in the amount of $4,792,452 for Preconstruction Services, subject to the resolution of any properly submitted protest(s), if any;

B. ESTABLISH a Preconstruction Budget for the Project in an amount of $198,460,000; and

C. NEGOTIATE and EXECUTE all project-related agreements and modifications within the authorized Preconstruction Budget.

Vermont BRT Overview

Extends approximately 12.4 miles from Sunset Blvd. to 120th St.

Busiest bus corridor in LA County with 38,000 daily boardings.

Connects to 4 Metro rail lines and several other bus lines for improved regional mobility.

Serves many key activity centers including several health, educational and cultural institutions.

Heavily congested with varying ROW widths (55 ft to 160 ft curb-to-curb). The most congested segments have the highest ridership.

Densely populated, diverse and highly transit dependent corridor.

Procurement Evaluation

Proposer Name	Maximum Points	Griffith Company	Myers-Shimmick	Kiewit Infrastructure West Co.
Capability and Experience	290	254.95	244.18	218.75
Project Understanding	80	66.40	62.00	63.00
Project Approach*	390	330.73	313.43	294.10
Community Benefits and Workforce Development	40	33.60	32.00	31.50
Price	200	200	165.87	145.85
Total	1000	885.68	817.48	753.20
Phase 1 Preconstruction Lump Sum Fee		$4,792,452	$6,779,817	$8,500,000
Delay Compensation for Phase 1 (Daily)		$7,550	$7,550	$16,665
Phase 2 Management Lump Sum Fee (Monthly)		$160,227	$160,593	$227,414
Phase 2 Margin Percentage		8%	9%	8.5%

Equity Platform

- The "Disadvantaged Business Enterprise" (DBE) contract goal for this project is zero percent (0%) of the Total Contract Price.
- The U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes important changes to the DBE program including suspension of goals and enforcement, effective October 3, 2025.
- Although the DBE commitment is not a factor in the evaluation, it is notable that there are twelve (12) certified small businesses participating in this contract.
- Proposal Evaluation Criteria allocated points to the proposing firm’s demonstration to a well-defined approach to Community Benefits and Workforce Development

Phase 1 Preconstruction Budget

Attachment A - Expenditure and Funding Plan
Vermont Transit Corridor BRT Phase 1 Preconstruction Budget

Use of Funds	Total	Inception Thru FY25	FY26	FY27
Planning, Enviromental and Preliminary Engineering Services	$ 39,970,000	$ 28,170,000	$ 11,800,000	$ -
Phase 1 - Preconstruction Services				
CM/GC Preconstruction Services	$ 4,800,000		$ 1,250,000	$ 3,550,000
Final Design Services	$ 18,600,000		$ 7,620,000	$ 10,980,000
CMSS Services	$ 7,450,000		$ 2,070,000	$ 5,380,000
Early Works Packages	$ 93,200,000		$ -	$ 93,200,000
Other Professional Services	$ 4,450,000		$ 1,480,000	$ 2,970,000
Third Party	$ 5,080,000		$ 1,680,000	$ 3,400,000
Right Of Way	$ 1,370,000		$ 500,000	$ 870,000
Agency Costs	$ 8,060,000		$ 3,430,000	$ 4,630,000
Contingency				
Contingency (10%)	$ 15,480,000		$ 2,980,000	$ 12,500,000
Total Preconstruction Services Budget	$ 198,460,000	$ 28,170,000	$ 32,810,000	$ 137,480,000

Source of Funds	Total			
Local - Measure M	$ 25,000,000	$ 25,000,000	$ -	$ -
Local - Proposition C	$ 36,660,000	$ -	$ 30,980,000	$ 5,680,000
State - SB1 Local Partnership Program (LPP)	$ 81,060,000	$ -	$ -	$ 81,060,000
State - Transit & Intercity Rail Capital Program (TIRCP)	$ 5,000,000	$ 3,170,000	$ 1,830,000	$ -
Federal - Small Starts	$ -	$ -	$ -	$ -
Federal - Congestion Mitigation & Air Quality Program (CMAQ)	$ 48,740,000	$ -	$ -	$ 48,740,000
Federal - FTA Community Project Funding	$ 2,000,000	$ -	$ -	$ 2,000,000
Total Project Funding	$ 198,460,000	$ 28,170,000	$ 32,810,000	$ 137,480,000

Next Steps

- Execute CM/GC contract and issue NTP for Phase 1 Preconstruction services
- CM/GC to conduct constructability reviews to support ongoing design development activities
- CM/GC to develop construction cost estimate and construction schedule based on each design phase submittal
- Execute Early Works Package for advanced utility relocates

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

File #: 2025-1097, **File Type:** Project **Agenda Number:** 9.

CONSTRUCTION COMMITTEE
FEBRUARY 18, 2026

SUBJECT: LINK UNION STATION PROJECT PRECONSTRUCTION BUDGET

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AMEND the Preconstruction Budget for the Link Union Station Phase A Project (Project) by $210.06 million, from $297.82 million to $507.88 million, to fund early work, third party agreements, real estate acquisitions, and related support costs; and

B. NEGOTIATE and EXECUTE all project-related agreements and modifications to existing contracts within the authorized Preconstruction Budget.

ISSUE

Staff is seeking to begin early work construction with the Construction Manager/General Contractor (CM/GC), the next phase of CM/GC project delivery. This board action will increase the Preconstruction Budget using available funding so the CM/GC contractor can begin construction of early works project components.

BACKGROUND

The Project is being delivered using the CM/GC delivery method, previously approved by the Board on December 5, 2019. The Board awarded a CM/GC contract to Flatiron West, Inc. (Flatiron) on April 24, 2025. Concurrent to staff confirming the contract, Flatiron informed Metro they had recently converted from a corporation to a Limited Liability Corporation, and therefore, the executed CM/GC contract is with Flatiron Dragados West, LLC. A Notice to Proceed (NTP) to commence Phase 1 Preconstruction Services was issued on July 1, 2025.

The Project will transform how commuter and intercity rail operates in Southern California with new run-through capability at Los Angeles Union Station (LAUS) by providing one-seat rides for Northbound and Southbound run-through service, doubling the capacity of daily train movements, reducing dwell times by as much as 20 minutes, and accommodating future high-speed rail.

The Project includes a run-through structure from the stub end of Union Station, over the 101 Freeway, and connects to the mainline tracks on the West Bank of the Los Angeles River. In this phase, the run-through structure will provide immediate run-through service for Metrolink and the Pacific Surfliner (LOSSAN) on two tracks that connect to Platform 3. However, the run-through structure will be built to accommodate up to nine run-through tracks for future passenger and intercity rail expansion, including California High-Speed Rail.

The Project does not include Phase B, which is planned to include a new rail yard with four new operating platforms and up to nine run-through tracks for Metrolink, LOSSAN and California High Speed Rail, as well as a new Passenger Tunnel.

The Project completed its original California Environmental Quality Act (CEQA) environmental clearance in July 2019, followed by a CEQA amendment in October 2021 and a Final Supplemental Environmental Impact Report (FEIR) in October 2025, reflecting design development, mitigation measures, and modifications related to BNSF West Bank Yard and Malabar Yard.

In parallel, the California High-Speed Rail Authority (CHSRA), serving as the National Environmental Policy Act (NEPA) Lead Agency, prepared the joint Environmental Impact Statement (EIS). The CHSRA Board considered the Final EIS and Metro's SEIR certification on November 20, 2025, confirming its intent to issue the Final EIS/ROD, which will complete federal environmental clearance and maintain the Project's eligibility for state and federal funding programs. On January 14, 2026, the CHSRA authorized the Final EIS/ROD.

On May 26, 2022, the Metro Board approved a Partial Preconstruction Phase Life of Project Budget (Preconstruction Budget) of $297.818 million for the Preconstruction Work for the Project, consisting of planning, environmental, preliminary engineering, final design, third-party work, early demolition work, real estate acquisitions, and all associated soft costs. Of the $297.818 million previously approved, $257.880 million has been committed to preconstruction activities that have substantially advanced the project, reduced risk, and positioned the project to proceed into the next phase of delivery. Activities advanced have included the following: Supplemental CEQA and NEPA environmental clearance for the viaduct and the Malabar Yard, project design development (from preliminary engineering beginning in 2014 through final design that now includes an accommodation for California High Speed Rail); advanced utility relocations; demolition of the Life Storage building; relocation assistance for more than 300 storage tenants; preconstruction services by a CM/GC contractor: and other required third-party work and associated soft costs.

On January 30, 2026, the California Transportation Commission (CTC) approved State Transportation Improvement Program (STIP) funding allocation of $60.82 million and Transit Intercity Rail Capital Program (TIRCP) funding allocation of $54.39 million for Early Works Packages - William Mead Homes soundwall construction, preconstruction survey, utility relocation, procurement of long-lead materials, and environmental mitigations. In addition to these approved allocations, future project funding is anticipated, including an additional $55.76 million allocation from TIRCP, as well as $123.98 million from Proposition 1A (California High-Speed Rail Bonds), and $13.27 million in Metro local funds.

DISCUSSION

Under the CM/GC project delivery method, the project is advanced during Phase 1 activities within the authorized Preconstruction Budget while benefiting from contractor engagement to refine the project, advancing more certainty of construction cost and schedule. While this work with the contractor continues to advance for the full project scope, this requested increase of the Preconstruction Budget is needed to advance critical Early Works Packages and real estate acquisitions.
Since NTP, Metro staff has been working closely with the CM/GC contractor, leveraging contractor design input to advance value engineering opportunities and mitigate risks associated with railroad, utility, and structural interfaces. Some examples of this collaboration with the CM/GC Contractor that result in cost and schedule savings include modifying the location of Abutment 1 to allow it to be installed from the Railyard instead of the El Monte Busway, conducting a pile test in an effort to reduce pile lengths, and optimization of concrete placements for bridge barriers, columns, and retaining walls.

The proposed Preconstruction Budget increase will fund several early work items, such as the construction of a soundwall at William Mead Homes, construction of a new emergency vehicle turnaround at the south end of the existing rail yard, utility relocation work at the south end of the existing rail yard, and temporary track modifications for BNSF, Metrolink, and Amtrak, including the procurement of a signal cabinet, and turnout. The proposed increase will support continued advancement of agreements with BNSF, the City of Vernon, Amtrak and Metrolink; as well as, advancement of real estate acquisitions, and all related soft costs. The funds will also support Board approved Motion 10.1 by Directors Hahn, Dutra, and Solis (refer to Attachment C), which was approved by the Board on October 16, 2025 to collaborate with BNSF to explore any other alternative solutions for rail storage at the Malabar Yard, as well as continue to collaborate with the City of Vernon, the Vernon Chamber of Commerce, impacted businesses, and community members for design strategies and mitigations that reduce disruptions to local businesses and their Operations.

The project is now ready to begin early work construction by the CM/GC Contractor. The early work construction will allow the project to maintain the schedule while the main construction elements continue to be designed. Staff is seeking approval to increase the Preconstruction Budget to $507.88 million to include $210.06 million for Early Works Packages and related soft costs (refer to Attachment A- Link US Preconstruction Budget, and Attachment B - Funding/Expenditure Plan for the Preconstruction Budget). The requested Early Work Packages are time critical. This includes the procurement of a signal cabinet and rail turnout to accommodate construction of a bridge abutment adjacent to the main line tracks on the West Bank. The signal cabinet and rail turnout will take as much as 18 months to procure. The early work also includes rail construction to accommodate rail modifications and coordination with rail operators to allow for the construction of the bridge abutment adjacent to the main line tracks. Early construction is also critical at the Union Station rail yard. In order to accommodate a bridge abutment at this location, several utilities need to be relocated, and a new emergency vehicle turnaround needs to be constructed at the south end of the existing rail yard. The construction of the sound wall at the William Mead homes is also included as one of the proposed Early Work Packages based on a commitment to construct this sound wall at the beginning of the project.

Given that the project has received Supplemental CEQA and NEPA approval, the proposed Early

Work Packages in this Board Action, as well as any future Early Work Packages and Main Construction Work, are eligible for State and Federal Funding.

DETERMINATION OF SAFETY IMPACT

The Link US project is being planned and designed in accordance with Metro, Southern California Regional Rail Authority (SCRRA), California High-Speed Rail Authority (CHSRA), Caltrans, and City of Los Angeles standards, as well as all applicable state and federal requirements. The recommended Board action will have no detrimental safety impact.

FINANCIAL IMPACT

The proposed Preconstruction Budget of $507.88 million is fully funded with $51.67 million in Measure R 3% Commuter Rail funds, $18.73 million in California High Speed Rail planning funds, and $337.57 million in State Transit Intercity Rail Capital Program (TIRCP) funds, $423.34 million in State Proposition 1A/High Speed Rail Bonds, $60.82 million in State Transportation Improvement Program (STIP), $40 million in SCRRA JPA, $5 million in LOSSAN/Amtrak, and $13.27 million in other Metro Local Funds.

Funding Source	Approved Funding Source Amount *($ in millions)*	Approved Preconstruction Budget *BR#2021-0773 May 2022*	Current Request Preconstruction Budget	Total Preconstruction Budget
State Proposition 1A/High Speed Rail Bonds	$423.34	-	$25.82	$25.82
State Transit Intercity Rail Capital Program (TIRCP)	$337.57	$227.42	$110.15	$337.57
State Transportation Improvement Program (STIP)	$60.82	-	$60.82	$60.82
Metro Measure R 3%	$51.67	$51.67	-	$51.67
Other Metro Local Funds	$13.27	-	$13.27	$13.27
SCRRA JPA Contribution (Non-Metro)	$40.00	-	-	-
Other HSR Funds	$18.73	$18.73	-	$18.73
LOSSAN/Amtrak	$5.00	-	-	-
Total	$950.40	$297.82	$210.06	$507.88

Impact to Budget

The sources of funding for the additional $210.06 million for the Project are capital funds, as shown in Attachment B, Link Union Station Project Preconstruction Budget-Expenditures and Funding Plan. These funds are not eligible for bus and rail operations.

EQUITY PLATFORM

The Project will improve the quality of life for residents at the LAUS-adjacent William Mead Homes, the first public housing project in the City of Los Angeles constructed in the 1950s and located within a Metro Equity Focus Community. This will be accomplished with the construction of a new sound wall, designed to reduce noise from existing and future increases in train operations.

The increased rail service will make it easier for Metrolink riders to access key destinations, such as jobs, housing, and healthcare appointments, as well as provide access to the greater LA Metro public transportation system at LAUS. The Project will also result in reduced train and idling times-saving as much as 5 minutes for each ride linking the counties of San Diego, Orange, Riverside, San Bernardino, Ventura, San Luis Obispo, and Santa Barbara to LAUS-and fuel savings and emission reductions. Further, it is estimated that the Project will generate 4,500 jobs during construction, resulting in over 200 permanent jobs. In addition, during Early Work and Phase 2 Construction, the Project Labor Agreement (PLA) and the Construction Careers Policy (CCP) will require the CM/GC to hire 40% Targeted Local Workers, 20% Apprentice Workers, and 10% Disadvantaged Workers.

The Diversity and Economic Opportunity Department (DEOD) established a 25% Small Business (with 3% designated for Micro Business (MB)) and a 3% Disabled Veteran Business Enterprise (DVBE) goal, and a separate 10% Disadvantaged Business Enterprise (DBE) goal for Phase 1 for this California High-Speed Rail Authority ("CHSRA") funded procurement. As a condition of funding, Metro implemented the CHRSA's Small Business Program and accepted SB and MB certification from the State of California, Department of General Services, as well as Metro-certified SBE firms. Flatiron West, Inc. (CM/GC) made a 22.43% SB commitment, a 3.09% MB commitment, and a 3.66% DVBE commitment for Phase 1 and the current level of participation is 0% SB, 0% MB, and 0% DVBE. While the CM/GC made a DBE commitment, the U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program, including suspension of goals and enforcement, effective October 3, 2025. As such, the DBE commitment is not a factor in this recommended action. Flatiron contends that payments to the small businesses began in December 2025 and will continue to occur incrementally, as Phase 1 is still in the early stages of the project and once payments are reported, the small business participation will increase.

VEHICLE MILES TRAVELED OUTCOME

Vehicle Miles Traveled (VMT) and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit. Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through planning and investment activities that will improve and increase rail service, thereby encouraging taking transit, including Metrolink, Amtrak, Metro Rail, High-Speed Rail, Municipal Bus Systems, and High-Speed Ridesharing.

Metro staff has conducted preliminary analysis to show that the net effect of this multi-modal item is to decrease VMT. Using data provided by LOSSAN, SCRRA, and SCAG, it is estimated that this project will result in 299,889,346 additional passenger-miles per year. This will result in an annual

reduction in VMT of 239,911,477 per year, or a 679,687 daily VMT reduction.

*Based on population estimates from the United States Census and VMT estimates from the highway performance monitoring system data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project supports Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. The proposed run-through tracks would increase regional and intercity rail capacity, reduce train idling at LAUS, enable one-seat rides from Santa Barbara County to San Diego County through LAUS, and accommodate a new high-quality transportation option such as the High-Speed Rail in Southern California.

The project supports Strategic Goal 2: Deliver outstanding trip experiences for all users of the transportation system. The proposed new passenger concourse and the new outdoor plaza (West Plaza) would improve customer experience and satisfaction by enhancing transit and retail amenities at LAUS and improving access to train platforms with new escalators and elevators.

The Project supports Strategic Goal 3: Implement a strategic plan to improve system performance and resilience. The planned improvements-run-through tracks, a new concourse, and upgraded plazas-help LAUS operate more efficiently, make better use of existing infrastructure, and prepare the station for future growth and changing transportation needs.

Lastly, the project supports Strategic Goal 4: Transform LA County through regional collaboration and national leadership. The project requires close collaboration with many local, regional, state, and federal partners including the City of Los Angeles, SCRRA, LOSSAN Authority, Caltrans, CHSRA, The California State Transportation Agency (CalSTA), FRA, and Amtrak.

ALTERNATIVES CONSIDERED

The Board may choose not to move forward with the requested increase to the Preconstruction Budget. This is not recommended. If the increase is not approved, Metro could realize schedule delays and cost increases. Additionally, the committed funding received to date have deadlines for construction. These include Proposition 1A Funding from CHSRA, as well as State Transportation Improvement Program (STIP) and Transit and Intercity Rail Capital Program (TIRCP) funding from the California Transportation Commission.

NEXT STEPS

After Board approval, staff will work with the CM/GC contractor to finalize pricing for the Early Work Packages and negotiate contract modifications.

ATTACHMENTS

Attachment A - Project Preconstruction Budget
Attachment B - Funding/Expenditure Plan for the Preconstruction Budget

Attachment C - Board Motion 10.1

Prepared by:

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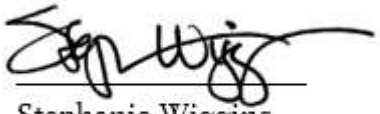
Reviewed by:

Tim Lindholm, Chief Program Management Officer (213) 922- 7297



Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A
LINK UNION STATION PROJECT PRECONSTRUCTION BUDGET
FEBRUARY 2026
(Dollars in Millions)

Funding Source	Authorized Preconstruction Budget *BR#2021-0773* *May 2022*	Current Request Preconstruction Budget	Total Preconstruction Budget
PA&ED Phase: Planning/Environmental/Preliminary Engineering, Third Party Work and Related Soft Costs	$84.43	$4.00	$88.43
PS&E Phase: Final Design, Third Party Work, project management and all related soft costs	$76.32	$110.51	$186.83
R/W Phase: Real Estate Acquisitions and Early Demolition	$137.06	$7.67	$144.73
Early Construction Phase: Early Construction, Preconstruction Survey, Procurement of long lead material, and project management and all related soft costs	-	$87.89	$87.89
TOTAL	**$297.82**	**$210.06**	**$507.88**

ATTACHMENT B

FUNDING/EXPENDITURE PLAN

LINK UNION STATION PROJECT PRECONSTRUCTION BUDGET

FEBRUARY 2026

(Dollars in Millions)

Use of Funds	Total	Thru FY25	FY26	FY27	FY28	FY29	FY30
Planning, Enviromental and Preliminary Engineering Services including Third Party and Soft Costs	$ 88.43	$ 88.01	$ 0.42				
Right of Way Activities (Acquisitions, Early Demolition, etc.)	$ 144.73	$ 70.48	$ 4.50	$ 69.75			
Final Design *(sum of Early Work, CMGC, PreCon, Third Party and Soft Cost)*	$ 186.83	$ 95.68	$ 19.90	$ 39.05	$ 32.20		
Construction Services - Early Work by SCRRA	*$ 49.27*	*$ 49.27*					
Construction Manager/General Contractor Phase 1	*$ 7.00*	*$ -*	*$ 5.50*	*$ 1.50*			
PreConstruction Services	*$ 101.16*	*$ 34.82*	*$ 6.40*	*$ 32.64*	*$ 27.29*		
Third Party and Soft Cost (Agreements, Utility Relocation, Agency, Legal, etc.)	*$ 29.41*	*$ 11.59*	*$ 8.00*	*$ 4.91*	*$ 4.91*		
Early Construction Phase	$ 87.89	$ -	$ 23.25	$ 46.32	$ 18.32		
Partial Preconstruction LOP Budget	**$ 507.88**	**$ 254.17**	**$ 48.07**	**$ 155.13**	**$ 50.52**	**$ -**	**$ -**

Source of Funds	Total	Thru FY25	FY26	FY27	FY28	FY29	FY30
CHSRA ARRA and Other Funds (PA&ED, PS&E)	$ 105.77	$ 29.46	$ 22.80	$ 53.52	$ -		
CalSTA TIRCP Funds (PA&ED, PS&E and ROW)	$ 337.17	$ 173.04	$ 15.43	$ 100.71	$ 47.99		
Local Funds	$ 64.95	$ 51.67	$ 9.84	$ 0.90	$ 2.53		
Total Funding for Partial Preconstruction LOP Budget	**$ 507.88**	**$ 254.17**	**$ 48.07**	**$ 155.13**	**$ 50.52**	**$ -**	**$ -**

File #: 2025-0931, **File Type:** Motion / Motion Response **Agenda Number:** 10.1

REVISED
EXECUTIVE MANAGEMENT COMMITTEE
OCTOBER 16, 2025

Motion by:

DIRECTORS HAHN, DUTRA, AND SOLIS

Malabar Yard Mitigations and Continued Collaboration Motion

The Malabar Yard Project is a component of the broader Link Union Station expansion, which aims to upgrade Los Angeles Union Station and accommodate anticipated increases in passenger rail demand and improve rail service for communities across Los Angeles County. The full build out of the project includes the addition of eight new tracks, a wider concourse, and long-overdue platform modifications. These changes are intended to support future regional rail initiatives, such as the D Line Extension, the Southeast Gateway Line, and the California High-Speed Rail project.

To make space for these improvements, the BNSF West Bank Yard must be repurposed for passenger rail and shared infrastructure. This change will remove freight rail storage tracks at that BNSF West Bank location, and to offset that loss, Metro and the California High-Speed Rail Authority have proposed improvements at BNSF's Malabar Yard in the City of Vernon. While these improvements are necessary for the broader project, they will also bring real impacts to local businesses in Vernon. Some businesses are concerned about added rail traffic affecting circulation and operations, while others face partial or full land acquisitions. The proposal also requires City of Vernon approval of new at-grade crossings and partial acquisition of a public street. Metro has already committed to nearly $25 million in mitigation measures for traffic monitoring and mobility improvements in the City of Vernon, but Many business owners and community members who live, work, and attend school in Vernon still worry that additional train movements to and from the Los Angeles Junction Railway will compound congestion, delay emergency response, and increase air emissions and noise throughout the city.

Moreover, the Malabar Yard is located one block away from the City's only school, which serves Vernon and the disadvantaged community of Huntington Park, and a Catholic parish dedicated to serving the deaf community. While these sensitive uses are outside of the project's draft study area, they will experience increased rail activity at the Malabar Yard, underscoring the need for targeted investments and mitigation measures that deliver lasting benefits. The City of Vernon believes there are less impactful alternatives to address BNSF's rail storage needs, but achieving a viable outcome will depend on BNSF's willingness to engage in a collaborative problem-solving process.

For these reasons, Metro must continue to work with impacted businesses and community members and continue its partnership with BNSF to find solutions. This will help ensure that the project advances in a way that both strengthens our regional rail system and respects the needs of local business communities.

SUBJECT: MALABAR YARD MITIGATIONS AND CONTINUED COLLABORATION MOTION

RECOMMENDATION

APPROVE Motion by Hahn, Dutra and Solis that the Board direct the Chief Executive Officer to:

A. Collaborate with BNSF to explore any other alternative solutions for rail storage that may have fewer impacts, while still meeting their operational needs;

B. Convene meetings with BNSF and the City of Vernon to secure written commitments, where possible, that include:

1. Limiting future rail operations to non-peak or nighttime hours;

2. Ensuring any increased train activity stays below a mutually agreed-upon threshold;

3. Capping train lengths at levels acceptable to both the City of Vernon and BNSF;

C. Coordinate with BNSF and California High-Speed Rail Authority (CHSRA), as the NEPA lead agency, to consider reaching an agreement to implement and operate this mitigation measure in the City of Vernon after the elimination of tracks at the West Bank Yard;

D. Continue collaboration with the City of Vernon and the Vernon Chamber of Commerce to incorporate design strategies and mitigations that reduce disruptions to local businesses and their operations;

E. Coordinate with the City of Vernon's traffic engineering and public safety departments to:

1. Develop and implement traffic management plans that prevent congestion and circulation issues caused by rail activity;

2. Ensure emergency service routes remain fully accessible and are not adversely affected post-implementation;

F. Coordinate with schools, churches and other sensitive receptors to minimize potential impacts of new train patterns on those uses;

G. Explore any opportunities to incorporate eligible businesses into Metro's Business Interruption Fund, during construction of the project (BIF); and

H. Maintain close coordination with BNSF and the City of Vernon to ensure full transparency

throughout all phases of project planning, design, and implementation.

SOLIS AMENDMENT: That the Board of Directors direct the CEO to draft a letter to be signed by Metro Board members and sent to BNSF, copying Los Angeles County's state and federal representatives, urging BNSF to engage in collaborative discussions and a formal agreement with the City of Vernon and cooperate with mediation requests.

Link Union Station Project Preconstruction Budget

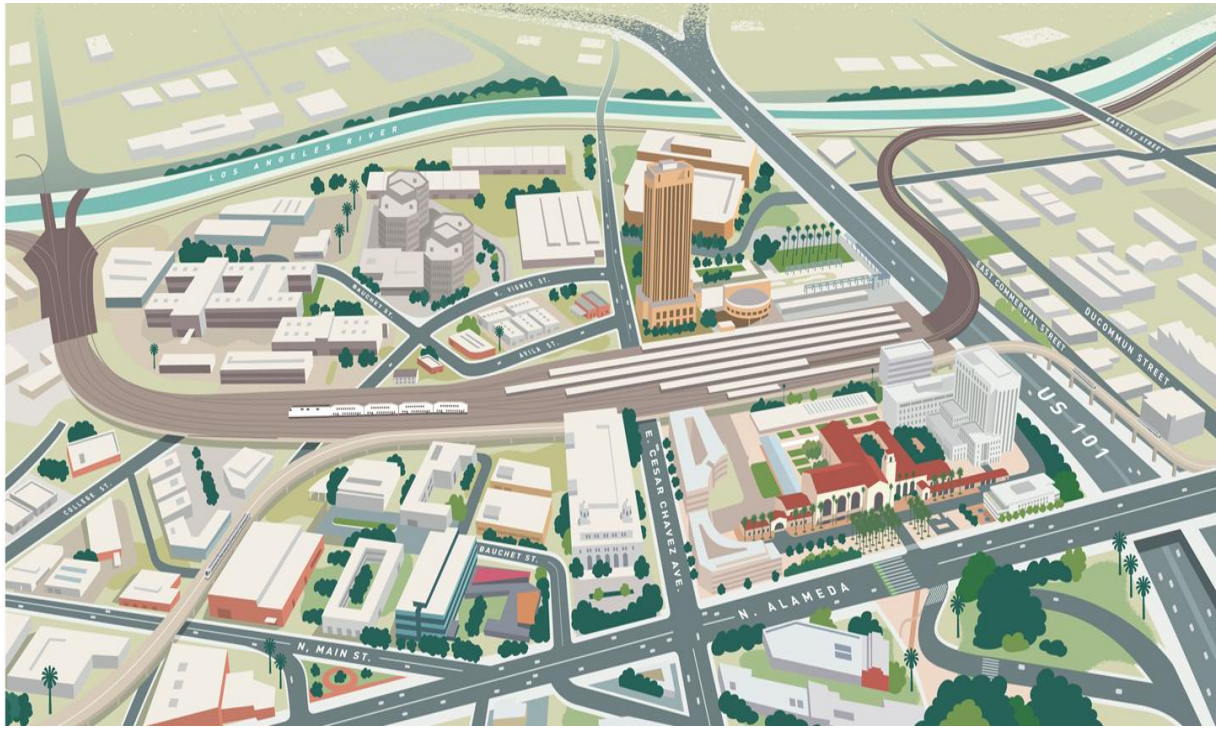
February 18, 2026
Construction Committee

Metro

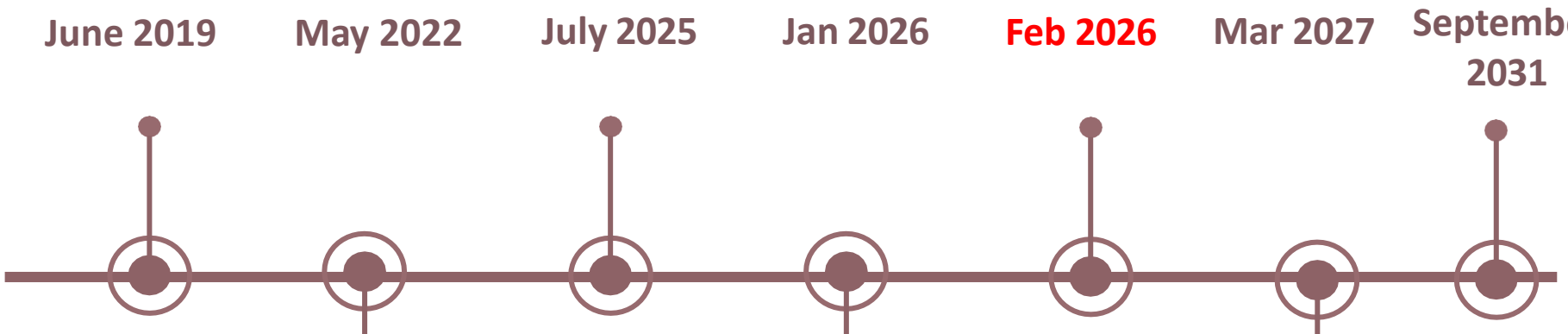
Link US Project Phase A

Link US Project Phase A

- Northbound and Southbound run-thru service for LOSSAN and Metrolink
- Doubles the existing rail capacity
- One-seat rides for Northbound and Southbound run-thru service
- Reduced dwell times by as much as 20 Minutes
- Accommodates future California High Speed Rail



Project Schedule Milestones



- Final EIR Notice of Determination

- Preconstruction Budget
- CHSRA Funding Agreement (PMFA)

- CM/GC NTP for Preconstruction Services

- Record of Decision (EIS)

- Early Work Packages
- Request to Amend Preconstruction Budget

- Complete GMP Negotiations Phase 2 CMGC Contract

Begin Revenue Service

Link US Project Phase A
Proposed Early Work

1. Construction of a soundwall at William Mead Homes.
2. Construction of a new emergency vehicle turnaround at the south end of the existing rail yard to support future viaduct work.
3. Utility relocation work at the south end of the existing rail yard to support future viaduct work.
4. Temporary track modifications for BNSF, Metrolink, and Amtrak, including the procurement of a signal cabinet, and turnout.
5. Implementation of Board Motion 10.1 to collaborate with BNSF to explore any other alternative solutions for rail storage at the Malabar Yard, as well as continue to collaborate with the City of Vernon, the Vernon Chamber of Commerce, impacted businesses, and community members that reduce disruptions to local businesses and their Operations.
6. Right of way agreements with BNSF, Amtrak, Metrolink, City of Vernon and any and related real estate acquisitions within Board Authority,

Request to Construction Committee

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AMEND the Preconstruction Budget for the Link Union Station Phase A Project by $210.06 million, from $297.82 million to $507.88 million, to fund early work, third party agreements, real estate acquisitions, and related support costs.

B. NEGOTIATE AND EXECUTE all project-related agreements and modifications to existing contracts within the authorized Preconstruction Budget.

Funding Source

Funding Source	Amount ($ in millions)	Preconstruction Budget in May 2022	Requested Increase to Preconstruction Budget	Total Preconstruction Budget
State Proposition 1A/High Speed Rail Bonds	$423.34		$25.82	$25.82
State Transit Intercity Rail Capital Program (TIRCP)	$337.57	$227.42	$110.15	$337.57
State Transportation Improvement Program (STIP)	$60.82	-	$60.82	$60.82
Metro Measure R 3%	$51.67	$51.67	-	$51.67
Other Metro Local Funds	$13.27	-	$13.27	$13.27
SCRRA JPA Contribution (Non-Metro)	$40.00	-		
Other HSR Funds	$18.73	$18.73	-	$18.73
LOSSAN/Amtrak	$5.000	-		
Total	**$950.40**	**$297.82**	**$210.06**	**$507.88**

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

File #: 2025-0954, **File Type:** Contract **Agenda Number:** 17.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
FEBRUARY 19, 2026

SUBJECT: PROGRAMMABLE LOGIC CONTROLLER (PLC) AND EMERGENCY MANAGEMENT PANEL (EMP) SYSTEM REPLACEMENT

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a 36-month firm-fixed-price contract, Contract No. PS131366(2)000, to Enterprise Automation for the replacement of the Programmable Logic Controller (PLC) and Emergency Management Panel (EMP) system, for a Not-To-Exceed (NTE) amount of $14,142,415.34, inclusive of sales tax, and subject to the resolution of any properly submitted protest(s), if any.

ISSUE

The existing Fire and Emergency Management Programmable Logic Controller (F&EM PLC) and Emergency Management Panel (EMP) systems on Metro B&D lines are obsolete and have been phased out by the original equipment manufacturer (Schneider Electric). The affected stations are from Wilshire/Vermont to Wilshire/Western (three stations), Vermont/Beverly to Hollywood/Vine (five stations), Hollywood/Highland to North Hollywood (three stations) and two satellite locations, Solar Drive and Hortense Street. Spare parts are only available as refurbished, and Schneider Electric has recommended that the equipment be migrated to the current generation of PLC equipment. The F&EM PLC is a mission-critical system and is required by Fire Life Safety (FLS) Regulation 4 to be in proper working condition.

BACKGROUND

The currently installed PLC and EMP equipment is between 25-29 years old and has been in place since the Metro B&D lines were commissioned in four phased segments:

- Segment 1 - Union Station to Westlake/MacArthur (5 stations)
- Segment 2a - Wilshire/Vermont Station to Wilshire/Western Station (3 Stations)
- Segment 2b - Vermont/Beverly Station to Hollywood/Vine Station (5 Stations)
- Segment 3 - Hollywood/Highland Station to North Hollywood Station (3 Stations)

While the existing equipment is functional, given the age and obsolescence of replacement parts,

Metro requires that the existing F&EM PLC and EMP equipment be migrated to the current generation of equipment. Accomplishing this effort requires a design-build project and will involve engineering, personnel, labor, material, startup, and Turnkey Engineered Solution services. The PLC and EMP equipment replacement for Segment 1 is being performed under capital projects: 205038 - SCADA Heavy Rail, and 205684 - Metro B&D Lines Segment 1 SCADA Equipment Replacement, as the existing equipment in Segment 1 is supplied by a different manufacturer. This contract award will address Segment 2 and Segment 3 equipment replacement.

In May 2021, the Board approved the Metro B&D Lines Segment 2 SCADA Equipment Replacement project with an LOP budget of $8,270,000 as part of the FY22 fiscal year budget adoption. In addition, in May 2022, the Board approved the Metro B&D Lines Segment 3 SCADA Equipment Replacement project with an LOP budget of $8,300,000 as part of the FY23 fiscal year budget adoption. This contract award combines both projects under one solicitation.

DISCUSSION

Metro Rail Operations and Maintenance of Wayside rely heavily on communications equipment (PLC & EMP) at the Rail passenger stations to provide supervisory and control functions that are essential for the safe, reliable, and efficient operation of the Metro rail lines. These functions include centralized control and/or monitoring of train movement, traction and auxiliary power, fire detection and suppression, gas detection, emergency tunnel and ancillary ventilation, elevators and escalators, radio, emergency telephone, Next train arrival times, Transit Passenger Information System (TPIS), and intrusion.

This is an extremely complex project that has a variety of known and unknown risks that need to be identified, managed, and mitigated. The technical features of the existing and obsolete technology platform, as well as the replacement platform, must be well understood by practitioners who have substantive experience with the old and new Schneider product lines, and experience gained from prior Schneider modernization projects. In addition, the AVEVA InTouch software experience must also be sought, given the 35 instances of InTouch installed across the 13 sites.

This project is part of Metro’s commitment to delivering a robust State of Good Repair (SGR) program that invests in modernization and enhancement to renew asset life and reduce asset breakdowns that impact daily service and customer experience.

DETERMINATION OF SAFETY IMPACT

In accordance with Metro’s SGR requirements and Transit Asset Management (TAM) Plan, the Metro B&D Line PLC and EMP equipment are reaching the end of their useful life and must be replaced promptly to comply with safety and reliability standards, along with Fire Life Safety (FLS) Regulation 4 requirements. Replacement of the PLC and EMP equipment will enhance safety and will also ensure reliable Metro Rail Operations communications systems.

FINANCIAL IMPACT

A total of $14,031,500 is needed for this action, which covers project work for both the Metro B and D Lines, Segments 2 and 3. Funding for this contract is included in the Infrastructure Renewal Program (cost center 3960), and is budgeted across two capital projects: 205120 - Metro B&D Lines Segment 2 SCADA Equipment Replacement project, and 205677 - Metro B&D Lines L Segment 3 SCADA Equipment Replacement project. The combined LOP budget is $16,570,000, which is within the project budget. Since this is a multi-year contract, the Project Manager will ensure that the balance of funds is budgeted for future fiscal years.

The project work will take place throughout 2026 -2028, and the annual budgets for FY26, FY27, and FY28 will be adjusted accordingly. Currently, the FY26 Annual Budget is $3,395,238. However, any annual budget shortfalls shall be addressed through the relocation of FY26 monies from existing capital projects that may have underspent their allocated annual budget funds.

Impact to Budget
The current source of funds for this action is Proposition A 35%, which is eligible for rail operations and Capital Projects.

EQUITY PLATFORM

This action provides enhanced safety for Metro riders along the Metro B & D Lines' neighborhoods of Westlake, Koreatown, East Hollywood, Studio City, Hollywood, and North Hollywood. This segment of the Metro B & D Lines serves communities with a high Equity Focus Communities (EFC) concentration based on the Metro's Equity Need Index (MENI) map. Meaning, the area of focus houses, on average, more than 50% low-income households, 64% of which are considered Black, Indigenous, and other People of Color (BIPOC) communities.

The Diversity & Economic Opportunity Department (DEOD) recommended a 7% Small Business Enterprise (SBE) goal and a 3% Disabled Veteran Business Enterprise (DVBE) goal for this procurement. The solicitation was also subject to Metro's Local Small Business Enterprise (LSBE) program. The recommended firm, Enterprise Automation, exceeded the goal by making a 7.09% SBE commitment and a 3.04% DVBE commitment.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through capital improvement investments to replace the Metro B&D Line PLC and EMP System. These capital improvement investments further encourage transit ridership, ridesharing, and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports the following Metro Strategic Plan Goals:

Goal # 1 Provide high-quality mobility options that enable people to spend less time traveling.

Goal # 2 Deliver outstanding trip experiences for all users of the transportation system.

Goal # 5 Provide responsive, accountable, and trustworthy governance within the Metro organization.

This project helps maintain system service, reliability, and safety standards to provide a world-class transportation system that enhances the quality of life for all who live, work, and play within Los Angeles County.

ALTERNATIVES CONSIDERED

Staff considered not purchasing or replacing the Metro B&D Line PLC and EMP equipment, but it is not recommended. This option would result in the obsolescence of existing equipment and an impact on Metro's FLS operations.

NEXT STEPS

Upon Board approval of the recommendation, Vendor/Contract Management (V/CM) will execute Contract RFP No. PS131366.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Daniela Amores, Senior Director, Project Control, (213) 617-6283
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Leticia Solis, Executive Officer, Rail Maintenance of Way (213) 613-2115
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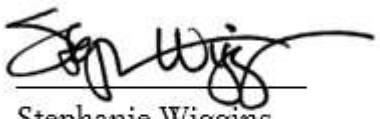
Debra Avila, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051

Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034



Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

PROGRAMMABLE LOGIC CONTROLLER (PLC) AND EMERGENCY MANAGEMENT PANEL (EMP) SYSTEM REPLACEMENT/PS131366(2)000

1.	**Contract Number**: PS131366(2)000	
2.	**Recommended Vendor**: Enterprise Automation	
3.	**Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: 6/26/2025	
	B. Advertised/Publicized: 6/26/2025	
	C. Pre-Proposal Conference: N/A	
	D. Proposals Due: 8/19/2025	
	E. Pre-Qualification Completed: 8/19/2025	
	F. Ethics Declaration Forms submitted to Ethics: 8/20/2025	
	G. Protest Period End Date: 2/24/2026	
5.	**Solicitations Downloaded**: 30	**Bids/Proposals Received**: 1
6.	**Contract Administrator**: Joshua Sierra	**Telephone Number**: 213-922-4539
7.	**Project Manager**: David Chu	**Telephone Number**: 213-617-6225

A. Procurement Background

This Board Action is to approve Contract No. PS131366(2)000 issued in support of upgrading Metro's existing Fire and Emergency Management Programmable Logic Controller (PLC) and Emergency Management Panel (EMP) Systems. The existing systems are nearing the end of their useful life and require replacement. These systems are part of the Supervisory Control and Data Acquisition (SCADA) network and are essential for providing critical fire life safety data information to the Rail Operations Control Center (ROC). The project will involve migrating the existing Quantum PLC and Modicon I/O systems to newer Quantum PLC controllers. This migration will include program conversion, hardware installation, and communication migration for the Fire Control Panel. Board approval of contract awards is subject to resolution of any properly submitted protest, if any.

On June 26, 2025, Request for Proposals (RFP) No. PS131366(2) was issued as a competitive procurement in accordance with Metro's Acquisition Policy and the proposed contract type is a firm fixed price.

The Diversity and Economic Opportunity Department (DEOD) recommended a 7% Small Business Enterprise (SBE) goal and a 3% Disabled Veteran Business Enterprise (DVBE) goal. In addition, the solicitation was subject to the Local Small Business Enterprise (LSBE) Preference Program, which provides eligible proposers a 5-point preference for the utilization of local small business firms.

One Amendment was issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on July 3, 2025 extending critical due dates.

A total of thirty firms downloaded the RFP and were included in the planholders' list. There were thirteen questions received for this RFP and responses were provided prior to the proposal due date.

One proposal was received on August 19, 2025, from Enterprise Automation. Staff conducted a market survey to request information from prospective proposers to determine why no additional proposals were submitted. Inquiries were made of all firms on the planholder's list.

The results of the market survey indicated several firms chose not to propose due to insufficient certifications for the specified PLC system, the project being outside their scope, or lacking the capacity to fulfill the contract. Others cited time constraints, difficulty securing an electrical contractor, and inability to accept the agency's standard terms and conditions.

B. Evaluation of Proposals

A diverse Proposal Evaluation Team (PET) consisting of Metro staff convened and conducted a comprehensive technical evaluation of the proposals received.

The proposal was evaluated based on the following evaluation criteria and weights:

• Technical Approach and Understanding of Scope	20%
• Project Plan, Schedule, and Milestones	10%
• Experience, Credentials, and Past Performance	30%
• Quality Control and Testing Plans	10%
• Safety and Compliance	5%
• Training and Support	5%
• Cost Proposal	20%

The evaluation criteria are appropriate and consistent with criteria developed for other, similar systems. Several factors were considered when developing these weights, giving the greatest importance to experience, credentials and past performance.

One proposal was received from Enterprise Automation.

In September, the Proposal Evaluation Team (PET) reviewed the firm's technical proposal. During the evaluation process, the PET reviewed project managers and key team members' qualifications and work plan approach. The technical proposal generally covered the RFP requirements, the teams' experience with all aspects of the criteria, and each firm's commitment to the project's success. Additionally, staffing plans, project/work plans, and potential project challenges were highlighted.

Qualifications Summary of Recommended Firm:

Enterprise Automation has been in business for 27 years. They specialize in the field of control systems integration and digital transformation. Clients include West Basin Municipal Water District, City of Douglas, Arizona, Golden State Water Company, Carlsbad Municipal Water District, Encina Wastewater Authority, Sentinel Peak Resources, Sweetwater Authority, and City of Fresno, California.

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	**Enterprise Automation**				
3	Technical Approach and Understanding of Scope	73.35	20.00%	14.67	
4	Project Plan, Schedule, and Milestones	86.70	10.00%	8.67	
5	Experience, Credentials, and Past Performance	100.00	30.00%	30.00	
6	Quality Control and Testing Plans	86.70	10.00%	8.67	
7	Safety and Compliance	66.60	5.00%	3.33	
8	Training and Support	66.60	5.00%	3.33	
9	Cost Proposal	100.00	20.00%	20.00	
10	LSBE Preference Program (Bonus Points)	0.00	5.00%	0.00	
11	**Total**			**88.67**	**1**

C. Cost Analysis

The recommended proposal from Enterprise Automation has been determined to be fair and reasonable based upon the expectation of adequate competition and Metro's Independent Cost Estimate (ICE).

	Proposer Name	Proposal Amount	Metro ICE	Negotiated or NTE amount
1.	Enterprise Automation	$14,212.333.52	$14,031,500.00	$14,142,415.34

D. Background on Recommended Contractor

The recommended firm, Enterprise Automation, located in Irvine, with dedicated offices in California and Arizona, has been in business for 27 years and is a leader in the field of control systems integration and digital transformation. In 2025, Enterprise Automation became a leading member of Tetra Tech's Digital System Group, which connects clients with their assets through integrated control and digital systems.

DEOD SUMMARY

PROGRAMMABLE LOGIC CONTROLLER (PLC) AND EMERGENCY MANAGEMENT PANEL (EMP) REPLACEMENT SYSTEM/PS131366(2)000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 7% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. Enterprise Automation exceeded the goal by making a 7.05% SBE and 3.03% DVBE commitment.

Small Business Goal	7% SBE 3% DVBE	Small Business Commitment	7.09% SBE 3.04% DVBE

	SBE Subcontractors	% Committed	LSBE	Non-LSBE
1.	Aeon	7.09%	X	
	Total SBE Commitment	**7.09%**		

	DVBE Subcontractors	% Committed	LSBE	Non-LSBE
1.	Benmo	3.04%		X
	Total DVBE Commitment	**3.04%**		

B. Local Small Business Preference Program (LSBE)

Enterprise Automation, a non-LSBE prime, subcontracted 7.09% of the total contract value with eligible LSBE firms. Because Enterprise Automation did not subcontract at least 30% of its contract value with eligible LSBE firm(s), the firm was ineligible for the preference.

C. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

D. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

E. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of $2.5 million.

F. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does not apply to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least $50 million.

MAINTENANCE & ENGINEERING

PROGRAMMABLE LOGIC CONTROLLER (PLC) AND EMERGENCY MANAGEMENT PANEL (EMP) SYSTEM REPLACEMENT

Metro

Operations, Safety, & Customer Experience Committee Meeting
February 19, 2026

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a 36-month firm-fixed-price contract, Contract No. PS131366(2)000, to Enterprise Automation for the replacement of the Programmable Logic Controller (PLC) and Emergency Management Panel (EMP) system, for a Not-To-Exceed (NTE) amount of $14,142,415.34, inclusive of sales tax, and subject to the resolution of any properly submitted protest(s), if any.

Metro

ISSUE & DISCUSSION

AWARDEE

Enterprise Automation

NUMBER OF BIDS/PROPOSALS

Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
Enterprise Automation	$14,212.333.52	$14,031,500.00	$14,142,415.34

DEOD COMMITMENT

The Diversity & Economic Opportunity Department (DEOD) recommended a 7% Small Business Enterprise (SBE) goal and a 3% Disabled Veteran Business Enterprise (DVBE) goal for this procurement. The solicitation was also subject to Metro's Local Small Business Enterprise (LSBE) program. The recommended firm, Enterprise Automation, exceeded the goal by making a 7.09% SBE commitment and a 3.04% DVBE commitment.

Metro

ISSUE & DISCUSSION

ISSUE

The existing Fire and Emergency Management Programmable Logic Controller (F&EM PLC) and Emergency Management Panel (EMP) systems on Metro B&D lines are obsolete and have been phased out by the original equipment manufacturer. The F&EM PLC is a mission-critical system and is required by Fire Life Safety (FLS) Regulation 4 to be in proper working condition.

DISCUSSION

Metro requires that the existing F&EM PLC and EMP equipment be migrated to the current generation of equipment. This effort requires a design-build project involving engineering, personnel, labor, material, startup, and Turnkey Engineered Solution services for Metro B&D lines Segment 2 and Segment 3 equipment replacement.

Metro

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

File #: 2025-1056, **File Type:** Contract **Agenda Number:** 18.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
FEBRUARY 19, 2026

SUBJECT: E-PAPER BUS STOP ELECTRONIC DISPLAY - SOUTHEAST LOS ANGELES

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to award a two-year, firm fixed unit rate contract, Contract No. OP133093000 to BikeHub (dba Tranzito), to furnish, install, and maintain 100 E-Paper Bus Stop Electronic Displays in Southeast Los Angeles in the Not-To-Exceed (NTE) amount of $611,230, subject to the resolution of any properly submitted protest(s), if any.

ISSUE

Metro seeks to enhance real-time passenger information and accessibility at key bus stops in Southeast Los Angeles through the installation of solar-powered E-Paper displays, complementing the installation of new shelters at 100 bus stops. These displays will show real-time arrival information for Metro and municipal operators, improving customer communication, accessibility, and safety across one of Metro's most transit-dependent service areas. This contract provides for the design, fabrication, installation, integration, and maintenance of 100 E-Paper displays mounted on existing and new bus stop poles.

BACKGROUND

Metro's current network of bus stops lacks real-time digital information, limiting rider awareness of actual bus arrivals and service alerts. With increasing ridership demand and upcoming major regional events, Metro has prioritized investments in technology that deliver reliable, equitable, and accessible rider information. In 2023, Metro secured a California Local Partnerships Program grant using the East Los Angeles to Long Beach Corridor Improvement Plan (CIP) as matching funds, that supports the following transit improvements within the CIP project area:

- 10 new electric bus chargers at rail stations
- Cloud-based Transit Signal Priority implementation
- 100 new bus shelters with real-time E-Paper displays
- 100 new lighting installations at bus stops that did not receive shelters

The locations for the bus shelters have been identified in partnership with local jurisdictions, who procure and install the shelters, but most have requested that Metro procure and install the E-Paper displays.

DISCUSSION

A competitive Request for Proposals (RFP No. OP133093) was issued in July 2025. BikeHub (dba Tranzito) was selected as the highest-rated responsive and responsible proposer. The firm demonstrated strong technical qualifications and experience through previous work with the City of Los Angeles' STAP (Street Transit Amenities Program) and other real-time E-Paper display deployments in the region.

The procurement and installation of approximately 100 single-sided, 13-inch solar-powered E-Paper displays is part of an effort to improve bus stop facilities throughout Southeast Los Angeles cities. These units will complement 100 new shelters being installed across this section of Los Angeles County.

These real-time information units will be integrated with Metro's Swiftly real-time information system to display bus arrivals from Metro and participating municipal operator services throughout the Southeast Los Angeles cities.

- Remote management of these units is available via a secure content management system (CurbOS) and GDS Device Management System to allow Metro to update service alerts and messages, further enhancing the information available at these bus stops.
- ADA accessibility features are included with these real-time information units, including push-to-talk audio announcements, braille location plates, and high-contrast display modes.
- The units are vandal-resistant and have weatherproof enclosures. Maintenance and monitoring for one-year post-installation, with a 72-hour response time for repairs, are included in the purchase cost, and subsequent years of service will be budgeted in Metro's operating budget.
- Cybersecurity features are included in the units however, staff will also work with the proposed contractor on a vendor risk assessment to ensure IT security controls meet federal, state, and local compliance requirements

BikeHub (dba Tranzito) will partner with Global Display Solutions (GDS) for display fabrication and ShelterClean for field installation and maintenance. Installation will begin at high-ridership bus stops in Southeast Los Angeles, where data connectivity and solar exposure support immediate deployment. Metro will continue to seek additional grant opportunities to expand the E-Paper footprint across the county beyond the South Los Angeles area.

The E-Paper implementation will include the most current IT cybersecurity threat profile in order to ensure data integrity and compliance.

DETERMINATION OF SAFETY IMPACT

The E-Paper Display project enhances public safety and system reliability by enabling real-time

communication of emergency alerts, detours, and service disruptions directly at the stop. The inclusion of audible push-to-talk features improves accessibility for visually impaired passengers, while consistent and timely updates reduce crowding and confusion during incidents.

FINANCIAL IMPACT

Funding for this project is available in the FY26 Budget, Project No. 496008, task 04.LPP22SB1.002, Cost Center 3151. Since this is a multiyear project, the Project Manager is responsible for the budget in future years. Ongoing operations, maintenance, and data service costs will be incorporated into future fiscal year operating budgets.

Impact to Budget
Funding sources for the request include 50% Local Partnership Competitive Program (LPP-C) grant funds and 50% Long Beach - East Los Angeles Capital Mobility Improvement Program (LB-ELA CMIP).

EQUITY PLATFORM

This project directly supports Metro's commitment to equity by focusing on Southeast Los Angeles, an area with some of the highest bus ridership and limited access to real-time service information. The EPaper displays deliver multilingual visual and audible messaging, improving accessibility for non-English speaking riders and those with visual impairments. Across these cities, 60-90% of residents identify as Hispanic, and Spanish is the predominant language in more than 80% of households. Approximately 9% of households do not have access to a vehicle, underscoring the importance of reliable, real-time transit information.

In addition, shelters are being procured and installed by the local jurisdictions of Bell Gardens, Huntington Park, Maywood, South Gate, Vernon, Florence-Graham CDP, and Walnut Park CDP, in partnership with Metro, ensuring they meet the needs of each community. Metro is procuring, installing, and maintaining real-time information signs at the request of many of the jurisdictions we are partnering with, as they do not have the resources to complete this required component themselves. This solicitation was subject to the Small Business Set-Aside program and open to certified Small Business Enterprise (SBE) firms only. BikeHub dba Tranzito, an SB Prime, made a 31.41% SBE commitment and listed two non-certified subcontractors to perform on this contract.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through operational equipment purchase

activities that will maintain, improve, as well as benefit and further encourage transit ridership, ridesharing, and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This action supports Strategic Goal 2 - Deliver outstanding trip experiences for all transportation system users and advances Metro Vision 2028 by improving rider information, reliability, and accessibility.

ALTERNATIVES CONSIDERED

Alternatives such as continuing to rely on printed signage or smartphone-only applications were considered. These options fail to meet ADA requirements, exclude riders without smartphone access, and do not support real-time operational updates at the stop level.

NEXT STEPS

Upon Board approval, staff will execute Contract OP133093000 with BikeHub (DBA Tranzito) and proceed with site review for the e-Paper installations.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Wid Sogata, Principal Software Engineer, Operations, (213) 922-1233
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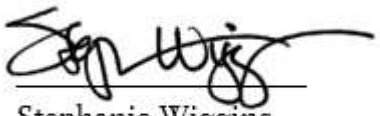

Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

PROCUREMENT SUMMARY
E-PAPER BUS STOP DISPLAY – SOUTHEAST LOS ANGELES
OP133093000

1.	**Contract Number**: OP133093000	
2.	**Recommended Vendor**: BikeHub (dba Tranzito)	
3.	**Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: 07/22/2025	
	B. Advertised/Publicized: 07/22/2025	
	C. Pre-Proposal Conference: 07/29/2025	
	D. Proposals Due: 09/12/2025	
	E. Pre-Qualification Completed: 12/10/2025	
	F. Ethics Declaration Forms submitted to Ethics: 09/16/2025	
	G. Protest Period End Date: 02/24/2026	
5.	**Solicitations Downloaded**: 39	**Proposals Received**: 7
6.	**Contract Administrator**: John Platt	**Telephone Number**: (213) 922-4237
7.	**Project Manager**: Bahram Chaudry	**Telephone Number**: (213) 922-6441

A. Procurement Background

This Board Action is to approve Contract No. OP133093000 issued in support of the furnishment, installation, and maintenance of 100 E-Paper digital bus stop display units, to be installed in the Southeast Los Angeles region. Board approval of contract award is subject to the resolution of any properly submitted protest(s), if any.

Request for Proposal (RFP) No. OP133093 was issued in accordance with Metro's Acquisition Policy as a Small Business Prime Set-Aside, and the contract type is a firm fixed unit rate.

Three (3) amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on July 29, 2025, clarified the SBE Set-Aside requirements.
- Amendment No. 2, issued on August 15, 2025, extended the deadline to submit questions and extended the proposal due date.
- Amendment No. 3, issued on August 29, 2025, revised the scope of services.

A total of 39 firms downloaded the RFP and were included in the planholders' list. A virtual pre-proposal conference was held on July 29, 2025, and was attended by 17 participants representing 15 firms. There were 49 questions received for this RFP and responses were provided prior to the proposal due date.

A total of seven proposals were received by the due date of September 12, 2025, from the following firms listed below in alphabetical order:

1. Arc Ventures, Inc.
2. Bikehub (dba Tranzito)
3. Craft Construction & Development, Inc.
4. Intuitive Real Estate Solutions
5. JM Fiber Optics, Inc. (JMFO)
6. KPA Constructors, Inc.
7. Peacock Systems

B. Evaluation of Proposals

A diverse Proposal Evaluation Team (PET) consisting of staff from Facilities and Maintenance Services, Information Technology, and Transportation Services in the Southeast Los Angeles region, was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated based on the following evaluation criteria and weights:

1. Experience of the Firm and Team	20%
2. Understanding of the Scope of Services	15%
3. Technical & Functional Capability of the Equipment	45%
4. Cost	20%

The evaluation criteria are appropriate and consistent with criteria developed for similar procurements for E-Paper signage. Several factors were considered when developing these weights, giving the greatest importance to the technical and functional capabilities of the E-Paper equipment.

Evaluations were conducted from October 13 through December 10, 2025. All seven proposing firms were invited for oral presentations. The Proposers' key team members had the opportunity to present their team's qualifications, outline their plan for installation and integration into the Metro system, and respond to the PET's questions. The PET completed its evaluation of proposals and determined BikeHub (dba Tranzito) to be the highest-ranked proposer.

Qualifications Summary of Firms within the Competitive Range:

BikeHub (dba Tranzito)

Tranzito has provided and operated mobility infrastructure for over 20 years. Tranzito has experience installing and maintaining E-Paper displays with LACMTA as well as other city agencies, namely Street LA's STAP bus shelter program. Tranzito is partnering with Global Display Solutions (GDS), who will supply all hardware and provide hardware installation design. GDS has 40 years of experience and has installed digital displays worldwide, including Chicago Transit Authority

(CTA), Massachusetts Bay Transportation Authority, and Washington Metro among others. Tranzito is also partnering with ShelterClean, who will perform the installation and maintenance of the E-Paper displays. ShelterClean has over 30 years of experience installing, assembling, maintaining, and repairing bus shelters and street furniture for several transit agencies in Southern California and across the country.

KPA Constructors, Inc.

KPA Constructors Inc. has conducted business with Metro for over 17 years, working on large infrastructure projects specializing in electrical and communication systems. KPA has and continues to work on Metro rail construction projects, currently serving as a contractor on the Westside D-Line extension project. Subcontractor B&C Transit has a 25-year history with Metro and was responsible for the design and construction of Metro's E (Expo)-Line. B&C Transit will be responsible for installation design, as well as providing support for permitting, integration, and technical support and training. Subcontractor Connectpoint is considered the industry leader in manufacturing, programming, and engineering of E-Paper devices. Connectpoint is an original equipment manufacturer, whose E-Paper devices are utilized by Transit agencies across the country, including Pittsburgh Regional Transit, SEPTA (Philadelphia), and King County Metro (Seattle), among others.

Peacock Systems

Peacock Systems has over 25 years of experience providing real-time passenger information systems. Peacock recently partnered with Metro to supply and install fifty (50) E-Paper units in the Vermont Avenue Corridor. They have 10 years of experience working with Metro, working on projects such as the installation of Passenger Wi-Fi on LA Metro light rail vehicles, and supplying Metro with over 650 Safe Fleet Recorder and Camera Kits. Peacock is partnering with Papercast as a supplier of the E-Paper units. They have experience supplying LA Metro, as well as other transit agencies such as Big Blue Bus, OCTA, and Central Ohio Transit Authority (COTA).

JM Fiber Optics Inc.

JM Fiber Optics Inc. has over 30 years of experience working on large scale public transit infrastructure. JMFO staff have extensive experience and expertise in passenger information systems, digital signage, public address systems, CCTV, and fiber optic transport and cabling infrastructure. Subcontractor/supplier Way Sine has extensive experience in designing, engineering, and manufacturing E-Paper digital displays for over 40 transit agencies in North America, such as LADOT, Big Blue Bus, Ventura County Transportation (VCTC), and has experience working with JMFO to supply E-Paper displays for Omnitrans and City of Fresno.

Arc Ventures, Inc.

Arc Ventures, Inc. staff have a combined 20 years of experience providing street-level systems for public agencies. Arc Ventures has worked on large scale projects with Metro, LAWA, Caltrans, and the City of Los Angeles. Arc Ventures is partnering with Papercast as a subcontractor and supplier of the E-Paper display units. Arc Ventures and Papercast have partnered to provide E-Paper units for a number of transit agencies, such as Big Blue Bus, OCTA, and StarTran (Lincoln, NE). Papercast has deployed E-Paper real-time displays since 2005 for transit agencies across North America.

Craft Construction & Development Inc.

The team from Craft Construction & Development Inc. have over 15 years of combined experience managing and completing transportation-related projects. Staff have extensive experience conducting business with Metro, serving as a Contractor for a number of renovation projects at Metro bus and rail divisions, Metro parking garages, concrete and asphalt pavement, and bus shelter implementation, among other relevant projects. Craft Construction & Development are partnering with Urban Solar as a subcontractor and supplier of E-Paper units. Urban Solar has provided E-Paper units to over 300 transit agencies in North America, and have over twenty years of experience in bus stop improvement projects. Craft is also partnering with ShelterClean for installation of the E-Paper units, with over thirty years of experience in installing bus stop signs, bus shelters, poles, and lighting equipment.

Intuitive Real Estate Solutions

Intuitive Real Estate Solutions is partnering with Double Elite LLC, a China-based company, as a supplier and subcontractor. Intuitive Real Estate Solutions and Double Elite have experience partnering to provide, install, and maintain 56 electronic bus stop boards for the Chengdu Public Transport Group in Chengdu City, Sichuan, China, as well as for Nanjing Smart Transportation Information Co. along Highway 501 in Nanjing City, Jiangsu Province, China. Intuitive Real Estate Solutions and Double Elite have experience ensuring compliance with all technical standards and FCC and OSHA compliance for products made outside of the United States.

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	**BikeHub (dba Tranzito)**				
3	Experience of the Firm and Team	90.00	20.00%	18.00	
4	Understanding of the Scope of Services	88.87	15.00%	13.33	
5	Technical & Functional Capability of the Equipment	87.78	45.00%	39.50	
6	Cost	100.00	20.00%	20.00	
7	**Total**			**90.83**	**1**
8	**KPA Constructors Inc.**				
9	Experience of the Firm and Team	83.35	20.00%	16.67	
10	Understanding of the Scope of Services	78.87	15.00%	11.83	
11	Technical & Functional Capability of the Equipment	90.00	45.00%	40.50	
12	Cost	32.25	20.00%	6.45	
13	**Total**			**75.45**	**2**
14	**Peacock Systems**				
15	Experience of the Firm and Team	66.65	20.00%	13.33	
16	Understanding of the Scope of Services	74.47	15.00%	11.17	
17	Technical & Functional Capability of the Equipment	83.33	45.00%	37.50	
18	Cost	62.70	20.00%	12.54	
19	**Total**			**74.54**	**3**
20	**JM Fiber Optics Inc.**				
21	Experience of the Firm and Team	78.35	20.00%	15.67	
22	Understanding of the Scope of Services	73.33	15.00%	11.00	
23	Technical & Functional Capability of the Equipment	72.22	45.00%	32.50	
24	Cost	75.10	20.00%	15.02	
25	**Total**			**74.19**	**4**
26	**Arc Ventures Inc.**				
27	Experience of the Firm and Team	65.00	20.00%	13.00	
28	Understanding of the Scope of Services	71.13	15.00%	10.67	
29	Technical & Functional Capability of the Equipment	84.44	45.00%	38.00	
30	Cost	60.10	20.00%	12.02	

31	**Total**			**73.69**	**5**
32	**Craft Construction and Development**				
33	Experience of the Firm and Team	65.00	20.00%	13.00	
34	Understanding of the Scope of Services	62.20	15.00%	9.33	
35	Technical & Functional Capability of the Equipment	72.22	45.00%	32.50	
36	Cost	30.25	20.00%	6.05	
37	**Total**			**60.88**	**6**
38	**Intuitive Real Estate Solutions**				
39	Experience of the Firm and Team	25.00	20.00%	5.00	
40	Understanding of the Scope of Services	24.47	15.00%	3.67	
41	Technical & Functional Capability of the Equipment	13.33	45.00%	6.00	
42	Cost	76.20	20.00%	15.24	
43	**Total**			**29.91**	**7**

C. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based on adequate competition, price analysis, an Independent Cost Estimate (ICE), and technical analysis.

The variance between the ICE and the recommended price is attributed to Tranzito, having lower than expected hardware and software costs, as well as lower than expected costs for installation services.

	Proposer Name	Proposal Amount	Metro ICE	Recommended Amount
1	BikeHub (dba Tranzito)	$611,230	**$1,100,000**	**$611,230**
2	KPA Constructors	$1,894,900		
3	Peacock Systems	$975,000		
4	JM Fiber Optics	$813,000		
5	Arc Ventures	$1,016,045		
6	Craft Construction and Development	$2,021,383		
7	Intuitive Real Estate Solutions	$802,000		

D. Background on Recommended Contractor

The recommended firm, BikeHub (dba Tranzito), located in Alameda, CA, has been in business for over 20 years and has extensive experience facilitating the installation and management of E-Paper signage. The proposed Project Manager currently serves as the Project Manager for Tranzito's Southern California projects, and is responsible for planning, construction, operations, and client relations for these projects, which include the LA City Street Transit Amenities Program (STAP) Bus Shelter installation and LACMTA's Patsaouras Bus Plaza E-Paper Retrofit. In addition, their subcontractor, GDS, has experience providing E-Paper screens including the installation of over 1,300 displays in Chicago's CTA system and over 300 at Washington DC Metro, among others. Lastly, subcontractor Shelterclean has provided bus stop maintenance services to a variety of Southern California transit agencies (OCTA, Big Blue Bus, LADOT's DASH and Commuter Express, among others).

Reference Checks were completed for Tranzito requesting information regarding previously completed contracts listed in their Proposal. Tranzito received positive reviews for their work installing and maintaining Bikeshare and mobility hubs for BART and CalTrain, with the agencies commending their work. Tranzito has previously also conducted work for Metro and has performed satisfactorily.

DEOD SUMMARY

E-PAPER BUS STOP ELECTRONIC DISPLAY - SOUTHEAST LOS ANGELES / OP133093000

A. Small Business Participation

This solicitation was subject to the Small Business Set-Aside program and open to certified Small Business Enterprise (SBE) firms only. BikeHub dba Tranzito, an SB Prime, made a 31.41% SBE commitment and listed two non-certified subcontractors to perform on this contract.

	SBE Prime Contractor	SBE % Committed
1.	BikeHub dba Tranzito (Prime)	31.41%
	Total Commitment	**31.41%**

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of $2.5 million.

E. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does not apply to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least $50 million.

STRATEGIC INITIATIVES

E-PAPER BUS STOP ELECTRONIC DISPLAY – SOUTHEAST LOS ANGELES

Metro

Operations, Safety, & Customer Experience Committee Meeting
February 19, 2026

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to award a two-year, firm fixed unit rate contract, Contract No. OP133093000 to BikeHub (dba Tranzito), to furnish, install, and maintain 100 E-Paper Bus Stop Electronic Displays in Southeast Los Angeles in the Not-To-Exceed (NTE) amount of $611,230, subject to the resolution of any properly submitted protest(s), if any.

Metro

Background

Electronic displays (e-Paper) are technology applications used to improve the customer experience. This technology is generally included in grant applications related to bus shelters improvements and is an element of Metro's NextGen Plan to improve service performance.

Local Partnership Program Grant Funds (LPP-C) will be used to install the e-Paper installations within the cities of Bell Gardens, South Gate, Maywood, Huntington Park, Vernon and nearby areas within Southeast Los Angeles

Metro

ISSUE & DISCUSSION

ISSUE

Electronic displays at transit stops provide real-time, reliable service information to riders. On-site arrival and service alert information reduces transit service uncertainty and helps to improve the customer experience.

DISCUSSION

The project funds the installation of 100 solar-powered e-paper bus stop electronic displays at key locations in Southeast Los Angeles. These displays provide real-time bus arrival information, service alerts, and accessible audio features to improve rider communication, safety, and accessibility.

Metro

ISSUE & DISCUSSION

AWARDEE

Bikehub (DBA Tranzito)

NUMBER OF BIDS/PROPOSALS

Rank	Proposer Name	Weighted Average Score
1	BikeHub (dba Tranzito)	90.83
2	KPA Constructors	75.45
3	Peacock Systems	74.54
4	JM Fiber Optics	74.19
5	Arc Ventures	73.69
6	Craft Construction and Development	60.88
7	Intuitive Real Estate Solutions	29.91

Metro

ISSUE & DISCUSSION

DEOD COMMITMENT

PROPOSER	ORIGINAL PROPOSAL AMOUNT $	SBE GOAL COMMITMENT $	SBE COMMITMENT %	RESPONSIVE (Y/N)
Craft Construction	$2,021,383	$670,404	33.17%	Y
BikeHub dba Tranzito	$611,230	$192,000	31.41%	Y
ARC Ventures	$1,016,645	$0	0.00%	N
Intuitive Real Estate Solutions	$802,000	$240,600	30.00%	Y
JM Fiber Optics, Inc.	$813,800	$290,526	35.70%	Y
KPA Constructors, Inc.	$1,894,900	$1,819,900	96.04%	Y
Peacock Systems	$975,000	$975,000	100.00%	Y

Metro

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

File #: 2025-1076, **File Type:** Contract **Agenda Number:** 19.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
FEBRUARY 19, 2026

SUBJECT: METRO FREEWAY SERVICE PATROL

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Contract Modifications for five Freeway Service Patrol (FSP) contracts in an aggregate amount of $2,357,000.00, thereby increasing the contract amounts from $23,876,791.98 to $26,233,791.98, and extending the current period of performance with individual amounts as follows:

A. Beat 9: Sonic Towing, Inc. Contract No. FS66316003-9, for $698,000 for up to 11 months, increasing the total contract amount from $4,514,753.00 to $5,212,753.00;

B. Beat 10: Jon's Towing, Inc. Contract No. FS66316002-10, for $198,000.00 for up to 11 months, increasing the total contract amount from $4,416,768.50 to $4,614,768.50;

C. Beat 12: Sonic Towing, Inc. Contract No. FS66316004-12, for $347,000.00 for up to 11 months, increasing the total contract amount from $4,189,346.88 to $4,536,346.88;

D. Beat 21: South Coast Towing, Inc. Contract No. FS66316005-21 for $708,000.00 for up to 11 months, increasing the total contract amount from $3,806,798.60 to $4,514,798.60; and

E. Beat 20/37: Safeway Towing, dba Bob's Towing Contract No. FS73888-2005, for $406,000.00 for up to 4 months, increasing the total contract amount from $6,949,125.00 to $7,355,125.00.

ISSUE

FSP light-duty contracts are re-procured approximately every four years to replace aging vehicles, encourage competition by providing tow service contractors the opportunity to bid on new contracts, and allow new contracts to reset rates using the most current industry prices. Existing contracts for these beats are expiring and require extensions to avoid a gap in service provision and to ensure sufficient funding is available. These modifications will enable the establishment of new contracts as funding expires and facilitate the development of multiple contracts as part of future procurements.

BACKGROUND

The FSP Program is a congestion mitigation program managed in partnership with Metro, California Highway Patrol (CHP), and Caltrans to serve motorists on all major freeways in Los Angeles County. The program began as a pilot in LA County in 1991 and is now the largest FSP program of its kind in the nation. Metro's FSP program has performed over 9,700,000 assists to date and maintains the highest Benefit to Cost (B/C) ratio of all 14 FSP programs within California. Typically, the annual benefits of the program are as follows:

- For individual beats, an annual B/C Ratio of 6:1 - For every $1 spent, there is a $6 benefit to the region in terms of congestion mitigation
- 251,000 motorist assists
- 6,070,000 hours saved for motorists sitting in traffic
- 10,434,000 gallons of fuel savings
- Approximately 91,615,000 kg of CO2 reductions
- The average motorist wait time for FSP service is 10 minutes (the average wait time for other roadside services is over 30 minutes)
- The Los Angeles County FSP program generates one-half of the cumulative benefits of the 14 FSP programs in the state.

The FSP Program utilizes a fleet of roving tow and service trucks designed to reduce traffic congestion through efficiently assisting disabled vehicles by changing flat tires, providing a jump start, adding water to the radiator, taping leaking hoses, providing a gallon of gas, and/or quickly towing vehicles from the freeway to a designated safe location. Removing motorists and their disabled vehicles from the freeway not only reduces congestion experienced by bus riders and motorists but also reduces the chances of further incidents caused by onlookers and impatient drivers. FSP is free to motorists, operates seven days a week during peak commuting times, and helps save fuel as well as reduce air-polluting emissions by reducing stop-and-go traffic.

Metro contracts with independent contractors for Freeway Service Patrol Light Duty (FSPLD) tow service on general purpose lanes on all major freeways in Los Angeles County, two Freeway Service Patrol ExpressLanes (FSPEL) contracts on the I-110 and I-10, as well as two Freeway Service Patrol Heavy Duty (FSPHD) contracts (I-710 and SR-91/I-605) to assist large commercial vehicles (Attachment E). During peak weekday hours, more than 138 tow and service trucks are deployed across LA County. Based on analysis, service availability, and regional demand, some beats operate additional service during busier periods, thereby using their contract allocations at varying levels. This seasonal variation results in spending more in some months and less in others.

DISCUSSION

Authorizing the requested contract modifications for Beats 9, 10, 12, 20/37, & 21 contracts will ensure seamless and efficient operation of the FSP Program until a new solicitation and contract award have been completed. The pending modifications, if approved, will adjust the contract prices to address current operating costs, including insurance premiums and major maintenance expenses. In addition, the contract modifications will replenish funding for contracts that support Caltrans construction

projects through a cooperative agreement that reimburses Metro for FSP support.

As previously reported to the Board, industry operating costs such as insurance, labor, parts, and maintenance have increased significantly each year since 2020. These rates are distinct from the capital costs of procuring new trucks.

These contract modifications allow staff to modify future solicitations to include at least one electric vehicle (EV) in new light-duty contracts. The EV alternative will be a zero-emission pickup truck that is capable of vehicle-to-vehicle charging and supports Metro's sustainability goals by replacing carbon-fuel vehicles with zero-emission FSP vehicles that can assist EVs with depleted batteries. These pickup trucks will also be fully equipped to provide the full menu of non-towing FSP services, such as changing flat tires, providing up to one gallon of fuel, water for the radiator, etc.

DETERMINATION OF SAFETY IMPACT

The FSP Program enhances safety on Los Angeles County freeways by assisting motorists with disabled vehicles, towing vehicles from freeway lanes to prevent secondary accidents, and removing debris/obstacles from lanes that can pose a hazard to motorists.

In February 2024, HAAS Alert, Safety Cloud was installed on all FSP vehicles. Safety Cloud sends a notification to WAZE and Apple Maps users within 30 seconds of approaching an FSP truck assisting a motorist on the freeway. The notification alerts the users that FSP is stopped ahead and to slow down. HAAS Alert provides this service primarily to first responders, FSPs, and tow operators responding to freeway incidents. There are many instances where motorists are stranded in traffic lanes and may not be visible to other motorists approaching at a high rate of speed. Safety Cloud can effectively reduce traffic speeds in a specific area to enhance the safety of the FSP driver and the motorist they are assisting.

Between December 2024 and November 2025, there were 2.76 million notifications to WAZE and Apple Maps users alerting them to slow down as they are approaching FSP trucks stopped to assist motorists. HAAS Alert is working to expand the number of motorists it can alert by adding Safety Cloud to Google Maps.

FINANCIAL IMPACT

The amount of $2,357,000.00 for the modifications is included in the FY26 budget in Cost Center 3352, Metro Freeway Service Patrol. Since this action also extends the period of performance into FY27, the cost center manager and Deputy Chief of Operations, Shared Mobility will be responsible for budgeting funds for FY 27.

Impact to Budget

The FSP Program is funded through a combination of dedicated state funds, SB1 funding, and Metro Proposition C 25% sales tax revenues. These funds are not eligible for Metro Bus and Rail Operating and Capital expenses. Metro is also reimbursed for the services provided to support Caltrans construction projects.

EQUITY PLATFORM

FSP provides congestion mitigation service on all freeways and ExpressLanes in LA County. Each FSP Contractor in this modification has different Small Business Enterprise (SBE) and Disabled Veteran Business Enterprise (DVBE) commitments and levels of participation, as outlined below.. Three of the four Contractors, Sonic Towing, Inc., South Coast Towing, Inc., and Jon's Towing, Inc, are certified SBEs.

Sonic Towing, Inc:
Beat 9
Commitment is SBE 95% and DVBE 3%
Participation rate is SBE 95.24% and DVBE 2.86%

Beat 12
Commitment is SBE 95% and DVBE 3%
Participation rate is SBE 95.11% and DVBE 3.41%

Jon's Towing, Inc:
Beat 10
Commitment is SBE 95% and DVBE 3%
Participation rate is SBE 94.58% and DVBE 3.25%

Safeway Towing dba Bob's Towing:
Beat 20/37
Commitment is SBE 3.02% and DVBE 3.45%
Participation rate is SBE 0.43% and DVBE 4.72%

South Coast Towing, Inc.:
Beat 21
Commitment is SBE 7% and DVBE 3%
Participation rate is SBE 59.56% and DVBE 8.41%

Currently, 67% of the FSP Tow Service providers are SBE certified, and 7% are DVBE certified.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

While the agency remains committed to reducing VMT through transit and multimodal investments, some projects may induce or increase personal vehicle travel. However, these individual projects aim to ensure the efficient and safe movement of people and goods.

This Board item is expected to increase VMT in LA County, as it includes operational activities that encourage driving alone or increase vehicle travel through the modification of FSP contracts to accommodate faster and more reliable travel options for drivers using LA County roads. Although this item may not directly contribute to the achievement of the Board-adopted VMT Reduction Targets, the VMT Targets were developed to account for the cumulative effect of a suite of programs and projects within the Metro region, which individually may induce or increase VMT. Additionally, Metro has a voter-approved mandate to deliver multimodal projects that enhance mobility while ensuring the efficient and safe movement of people and goods.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The FSP Program aligns with Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. The program mitigates congestion on all major freeways in Los Angeles County.

ALTERNATIVES CONSIDERED

The Board may decide not to authorize these modifications. The alternative is to allow the light-duty beats to lapse and provide coverage from other nearby beats until a new procurement is established. This alternative is not recommended since it will not be cost-effective and will lower the service effectiveness in those areas and possibly result in lower coverage, increased congestion, and slower response times.

..Next_Steps
NEXT STEPS

Upon Board approval, staff will execute the necessary contract modifications to ensure efficient and seamless delivery of the FSP Program and work on new solicitations to address program needs. A solicitation to be released later this year will include the addition of zero-emission trucks capable of vehicle-to-vehicle charging that can assist EVs with depleted batteries, further supporting Metro's sustainability goals by replacing carbon-fuel vehicles with zero-emission FSP vehicles. All future FSP solicitations will include this requirement.

..Attachments
ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification Summary
Attachment C - Contract Modification/Change Order Log
Attachment D - DEOD Summary
Attachment E - FSP Beat Map

Prepared by: John Takahashi, Senior Director, Shared Mobility, (213) 418-3271
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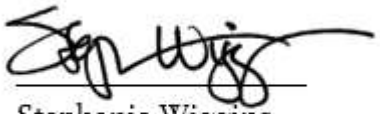
Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034



Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

METRO FREEWAY SERVICE PATROL/VARIOUS BEATS

1.	**Contract Number**: Various, See Attachment B			
2.	**Contractor**: Various, See Attachment B			
3.	**Mod. Work Description**: General Redeployment Support, Caltrans Construction, Special Event Support Service Coverage			
4.	**Contract Work Description**: Freeway Service Patrol			
5.	**The following data is current as of**: January 9, 2025			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	Various	**Contract Award Amount:**	Various, See Attachment B
	Notice to Proceed (NTP):	N/A	**Total of Modifications Approved:**	Various, See Attachment C
	Original Complete Date:	Various	**Pending Modifications (including this action):**	Various, See Attachment C
	Current Est. Complete Date:	Various	**Current Contract Value (with this action):**	Various, See Attachment C
7.	**Contract Administrator**: Gabriel Anaya		**Telephone Number**: (213) 922-5224	
8.	**Project Manager**: John Takahashi		**Telephone Number**: (213) 418-3271	

A. Procurement Background

This Board Action is to approve Contract Modifications for multiple firm-fixed unit rate contracts (see Attachment B-Contract Modification Summary) for towing services in support of the Metro Freeway Service Patrol (FSP) Program.

The proposed increase for 5 FSP Light Duty Towing Contracts in the amount of $2,357,000.00 will allow required towing services for the FSP Program to continue and extend the period of performance to support unanticipated events, redeployment, support during freeway construction work and service delivery until new contracts are established.

See Attachment B – Contract Modification Authority Summary for the list of contracts that require an increase to the Contract Value.

See Attachment C – Contract Modification/Change Order Log for the list of modifications that have been issued to date for the contracts.

B. Price Analysis

The proposed rates for Beat 9, Beat 10, Beat 12, Beat 21, Beat 20 and 37 will remain at the current contract rates. The modifications are determined to be fair and reasonable based on adequate competition at the time of award and comparison to similar rates for light-duty tow truck services.

ATTACHMENT B

CONTRACT MODIFICATION SUMMARY
METRO FREEWAY SERVICE PATROL/VARIOUS BEATS

Beat	Contractor	Contract No.	Original Contract Value	Approved Increases	Current Contract Value	Requested Increase	Revised Contract Value
9	Sonic Towing, Inc.	FS66316003-9	$3,765,230.00	$749,523.00	$4,514,753.00	$698,000.00	$5,212,753.00
10	Hovanwil, Inc Dba Jon's Towing	FS66316002-10	$4,306,768.50	$110,000.00	$4,416,768.50	$198,000.00	$4,614,768.50
12	Sonic Towing, Inc.	FS66316004-12	$3,898,346.88	$291,000.00	$4,189,346.88	$347,000.00	$4,536,346.88
21	South Coast Towing	FS66316005-21	$3,460,726.00	$346,072.60	$3,806,798.60	$708,000.00	$4,514,798.60
20 and 37	Safeway Towing Services, Inc. Dba Bob's Towing	FS73888-2005	$6,949,125.00	$0.00	$6,949,125.00	$406,000.00	$7,355,125.00
		Totals	**$22,380,196.38**	**$1,496,595.60**	**$23,876,791.98**	**$2,357,000.00**	**$26,233,791.98**

ATTACHMENT C

CONTRACT MODIFICATION/CHANGE ORDER LOG
METRO FREEWAY SERVICE PATROL

CONTRACT NO. FS66316003-9 – SONIC TOWING, INC - BEAT 9				
Original Contract Date: June 1, 2020 – November 30, 2024.				
Mod. No.	**Description**	**Status (approved or pending)**	**Date**	**$ Amount**
1	Reduction of Service Level	Approved	4/23/2021	$0.00
2	Service Level Increase and extending the Period of Performance.	Approved	4/26/2022	$0.00
3	Period of Performance Extension and Increase Contract Price	Approved	4/10/2025	$376,523.00
4	Period of Performance Extension and Increase Contract Price	Approved	7/24/2025	$373,000.00
5	Period of Performance Extension	Approved	12/26/2025	$0.00
6	Period of Performance Extension and Increase Contract Price	Pending	Pending	$698,000.00
	Modification Total:			**$1,447,523.00**
	Original Contract:			**$3,765,230.00**
	Total:			**$5,212,753.00**

CONTRACT NO. FS66316002-10–HOVANWIL, INC. DBA JON'S TOWING-BEAT 10				
Original Contract Date: June 1, 2020 – November 30, 2024.				
Mod. No.	**Description**	**Status (approved or pending)**	**Date**	**$ Amount**
1	Reduction of Service Level	Approved	4/23/2021	$0.00
2	Service Level Increase and extending the Period of Performance.	Approved	4/26/2022	$0.00
3	Period of Performance Extension	Approved	4/22/2025	$0.00
4	Period of Performance Extension and Increase Contract Price	Approved	1/26/2026	$110,000.00
5	Period of Performance Extension and Increase Contract Price	Pending	Pending	$198,000.00

	Modification Total:			**$308,000.00**
	Original Contract:			**$4,306,768.50**
	Total:			**$4,614,768.50**

CONTRACT NO. FS66316004-12 – SONIC TOWING, INC - BEAT 12				
Original Contract Date: June 1, 2020 – November 30, 2024.				
Mod. No.	**Description**	**Status (approved or pending)**	**Date**	**$ Amount**
1	Reduction of Service Level	Approved	4/23/2021	$0.00
2	Service Level Increase and extending the Period of Performance.	Approved	4/26/2022	$0.00
3	Period of Performance Extension	Approved	4/22/2025	$0.00
4	Period of Performance Extension and Increase Contract Price	Approved	1/26/2026	$291,000.00
5	Period of Performance Extension and Increase Contract Price	Pending	Pending	$347,000.00
	Modification Total:			**$638,000.00**
	Original Contract:			**$3,898,346.88**
	Total:			**$4,536,346.88**

CONTRACT NO. FS66316005-21 – SOUTH COAST TOWING – BEAT 21				
Original Contract Date: June 1, 2020 – November 30, 2024.				
Mod. No.	**Description**	**Status (approved or pending)**	**Date**	**$ Amount**
1	Reduction of Service Level	Approved	4/23/2021	$0.00
2	Service Level Increase and extending the Period of Performance.	Approved	4/27/2022	$0.00
3	Period of Performance Extension	Approved	4/22/2025	$0.00

4	Period of Performance Extension and Increase Contract Price	Pending	Pending	$346,072.60
5	Period of Performance Extension and Increase Contract Price	Pending	Pending	$708,000.00
	Modification Total:			**$1,054,072.60**
	Original Contract:			**$3,460,726.00**
	Total:			**$4,514,798.60**

CONTRACT NO. FS73888-2005 – Safeway Towing Services, Inc. dba Bob's Towing – Beat 20 and 37				
Original Contract Date: December 27, 2021 – August 26, 2026.				
Mod. No.	**Description**	**Status (approved or pending)**	**Date**	**$ Amount**
1	Reduction of Service Level	Approved	1/13/2022	$0.00
2	Service Level Increase	Approved	4/27/2022	$0.00
3	Period of Performance Extension and Increase Contract Price	Pending	Pending	$406,000.00
	Modification Total:			**$406,000.00**
	Original Contract:			**$6,949,125.00**
	Total:			**$7,355,125.00**

DEOD SUMMARY

METRO FREEWAY SERVICES PATROL/VARIOUS BEATS

A. Small Business Participation (Modification)

Each of the four FSP Contractors on the five FSP contracts included in this modification has different Small Business Enterprise (SBE) and Disabled Veteran Business Enterprise (DVBE) commitments and levels of participation.

Beat 9 – Sonic Towing, Inc.

Sonic Towing, Inc. (Sonic), an SBE, made a 95% SBE and a 3% DVBE commitment on this contract. Based on payments, the contract is 99% complete, and the level of SBE/DVBE participation is 95.24% SBE and 2.86% DVBE, exceeding the SBE commitment by 0.24% and representing a 0.14% shortfall of the DVBE commitment. Sonic contends and the Metro Project Team confirmed that the DVBE faced supply chain issues in the last month, but the issues have been resolved, and the next delivery will mitigate the shortfall once payments are reported.

Small Business Commitment	**95.00% SBE 3.00% DVBE**	**Small Business Participation**	**95.24% SBE 2.86% DVBE**

	SBE Contractor(s)	% Commitment	% Participation
1.	Sonic Towing (Prime)	95.00%	95.24%
	Total	**95.00%**	**95.24%**

	DVBE Contractor(s)	% Commitment	% Participation
1.	Oasis Fuels	3.00%	2.86%
	Total	**3.00%**	**2.86%**

Beat 10 – Jon's Towing, Inc.

Jon's Towing (Hovanwil, Inc.) (Jon's), an SBE, made a 95% Small Business Enterprise (SBE) and a 3% Disabled Veteran Business Enterprise (DVBE) commitment on this contract. Based on payments, the contract is 92% complete and the level of SBE and DVBE participation is 94.58% SBE, representing a 0.42% shortfall and 3.25% DVBE, exceeding the commitment by 0.25%. Jon's has a shortfall mitigation plan on file and contends, and the Metro Project team confirmed an over-allocation of funds to the DVBE but reports that the SBE shortfall will be mitigated within five months.

Small Business Commitment	**95.00% SBE 3.00% DVBE**	**Small Business Participation**	**94.58% SBE 3.25% DVBE**

	SBE Contractor(s)	% Commitment	% Participation
1.	Jon's Towing, Inc. (Prime)	95.00%	94.58%
	Total	**95.00%**	**94.58%**

	DVBE Subcontractor(s)	% Commitment	% Participation
1.	Oasis Fuels, Inc.	3.00%	3.25%

	Total	**3.00%**	**3.25%**

Beat 12 – Sonic Towing, Inc.

Sonic Towing, Inc. (STI) made a 95% Small Business Enterprise (SBE) and a 3% Disabled Veteran Business Enterprise (DVBE) commitment on this contract. Based on payments, the contract is 91% complete and the level of SBE and DVBE participation is 95.11% SBE and 3.41% DVBE, exceeding both commitments by 0.11% and 0.41%, respectively.

Small Business Commitment	**95.00% SBE 3.00% DVBE**	**Small Business Participation**	**95.11% SBE 3.41% DVBE**

	SBE Contractor(s)	% Commitment	% Participation
1.	Sonic Towing, Inc. (SBE Prime)	95.00%	95.11%
	Total	**95.00%**	**95.11%**

	DVBE Subcontractor(s)	% Commitment	% Participation
1.	Oasis Fuels	3.00%	3.41%
	Total	**3.00%**	**3.41%**

Beats 20 and 37 – Safeway Towing dba Bob's Towing

Safeway Towing dba Bob's Towing (Bob's) made a 3.02% SBE and a 3.45% DVBE commitment on this contract. Based on payments, Beats 20 and 37 are 81% complete, and the level of SBE/DVBE participation is 0.43% SBE and 4.72% DVBE, representing a 2.59% shortfall in the SBE commitment and exceeding the DVBE commitment by 1.27%. Bob's has a shortfall mitigation plan on file and asserts that the SBE shortfall is attributable to Hunter Tires' inability to provide the agreed-upon services, which has been confirmed by the Metro Project team. Bob's further reported that it has identified a replacement SBE firm and intends to onboard the firm through the Request to Add (RTA) process within the coming weeks.

Small Business Commitment	**3.02% SBE 3.45 DVBE**	**Small Business Participation**	**0.43% SBE 4.72% DVBE**

	SBE Contractor(s)	% Commitment	% Participation
1.	Hunter Tires, Inc.	3.02%	0.43%
	Total	**3.02%**	**0.43%**

	DVBE Contractor(s)	% Commitment	% Participation
1.	Oasis Fuels, Inc.	3.45%	4.72%
	Total	**3.45%**	**4.72%**

Beat 21 – South Coast Towing, Inc.

South Coast Towing, Inc. (SCT), an SBE, made a 7% Small Business Enterprise (SBE) and a 3% Disabled Veteran Business Enterprise (DVBE) commitment on this contract. Based on payments, the contract is 77% complete and the level of SBE and DVBE participation is 59.56% SBE and 8.41% DVBE, exceeding the commitments by 52.56% and 5.41%, respectively.

Small Business Commitment	7.00% SBE 3.00% DVBE	Small Business Participation	59.56% SBE 8.41% DVBE

	SBE Contractor(s)	% Commitment	% Participation
1.	South Coast Towing (Prime)	Added	59.56%
2.	Hunter Tires (Susbstituted)	7.00%	0.00%
	Total	**7.00%**	**59.56%**

	DVBE Contractor(s)	% Commitment	% Participation
1.	Oasis Fuels	3.00%	8.41%
	Total	**3.00%**	**8.41%**

[1]Current Participation = Total Actual amount Paid-to-Date to DBE firms ÷Total Actual Amount Paid-to-date to Prime.

Notwithstanding, Metro will continue to monitor FSP Contractor's efforts to meet or exceed their SBE/DVBE commitments.

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is applicable to this modification. Metro staff will monitor and enforce the policy guidelines to ensure that applicable workers are paid at minimum, the current Living Wage rate of $25.96 per hour ($19.87 base + $6.09 health benefits), including yearly increases. The increase may be up to 3% of the total wage, annually. In addition, contractors will be responsible for submitting the required reports for the Living Wage and Service Contract Worker Retention Policy and other related documentation to staff to determine overall compliance with the policy.

C. Prevailing Wage Applicability

Prevailing Wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of $2.5 million.

E. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does not apply to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least $50 million.

Attachment E

SHARED MOBILITY

METRO FREEWAY SERVICE PATROL

Metro

Operations, Safety, & Customer Experience Committee Meeting
February 19, 2026

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Contract Modifications for five Freeway Service Patrol (FSP) contracts in an aggregate amount of $2,357,000.00, thereby increasing the contract amounts from $23,876,791.98 to $26,233,791.98, and extending the current period of performance with individual amounts as follows:

1) Beat 9: Sonic Towing, Inc. Contract No. FS66316003-9, for $698,000 for up to 11 months, increasing the total contract amount from $4,514,753.00 to $5,212,753.00;

2) Beat 10: Jon's Towing, Inc. Contract No. FS66316002-10, for $198,000.00 for up to 11 months, increasing the total contract amount from $4,416,768.50 to $4,614,768.50;

3) Beat 12: Sonic Towing, Inc. Contract No. FS66316004-12, for $347,000.00 for up to 11 months, increasing the total contract amount from $4,189,346.88 to $4,536,346.88;

4) Beat 21: South Coast Towing, Inc. Contract No. FS66316005-21 for $708,000.00 for up to 11 months, increasing the total contract amount from $3,806,798.60 to $4,514,798.60;

5) Beat 20/37: Safeway Towing, dba Bob's Towing Contract No. FS73888-2005, for $406,000.00 for up to 4 months, increasing the total contract amount from $6,949,125.00 to $7,355,125.00.

Metro

ISSUE & DISCUSSION

ISSUE

Existing contracts for these beats are expiring and require extensions to avoid a gap in service provision and to ensure sufficient funding is available. These modifications will enable the establishment of new contracts as funding expires and facilitate the development of multiple contracts as part of future procurements. FSP light-duty contracts are re-procured approximately every four years to replace aging vehicles, encourage competition by providing tow service contractors the opportunity to bid on new contracts, and allow new contracts to reset rates using the most current industry prices.

DISCUSSION

Authorizing the requested contract modifications for Beats 9, 10, 12, 20/37, & 21 contracts will ensure seamless and efficient operation of the FSP Program until a new solicitation and contract award have been completed.

These contract modifications allow staff to modify future solicitations to include at least one electric vehicle (EV) in new light-duty contracts. The EV alternative will be a zero-emission pickup truck that is capable of vehicle-to-vehicle charging and supports Metro's sustainability goals by replacing carbon-fuel vehicles with zero-emission FSP vehicles that can assist EVs with depleted batteries.

Metro

Board Report

File #: 2025-1074, **File Type:** Contract **Agenda Number:** 20.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
FEBRUARY 19, 2026

SUBJECT: RAIL STATION ELEVATORS HOME LANDING

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a 24-month, firm-fixed-price single-source contract, Contract No. OP135390000 in the amount of $9,860,758.41 to Mitsubishi Electric US, Inc. to upgrade the existing Rail Station elevator control system, and implement Home Landing Security upgrades with an operational safety feature allowing elevator doors to remain open on the main egress level when not in use by passengers, subject to the resolution of any properly submitted protest(s), if any.

ISSUE

Metro's public-facing rail station elevators are at times misused as shelter or loitering, resulting in substantial elevator cleanups and loss of use, disproportionately impacting access to customers with disabilities. To address the equipment misuse, Metro is implementing a Home Landing Security (HLS) system throughout its public-facing elevators. The HLS system is a door-open-home landing feature, such that when an elevator is not in use, the elevator car descends to the lowest floor (home landing). The elevator remains on the home floor with doors open until the elevator is called for use. At present, approximately 40% or 72 of the 180 total customer-facing elevators have the HLS system in place. The remaining elevators are older, requiring equipment upgrades to allow reprogramming and support inclusion of the HLS security feature.

BACKGROUND

Elevators are a critical component of the station experience, particularly for customers with disabilities, bicycles or other belongings, and parents with strollers. They are also susceptible to misuse because of the confined nature and placement relative to the overall passenger flow of a station. From January through June 2024, there were nearly 150 complaints about station elevators logged through Customer Care, or nearly 1 complaint per day. 4 out of 5 of these elevator complaints were related to security, cleanliness or maintenance concerns about a station elevator. Therefore, in 2024, staff initiated a pilot to begin addressing these customer pain points by utilizing the HLS system and keeping elevator doors open when not in use, which has improved safety and cleanliness through natural surveillance and deterrence of illicit activity. Additionally, the open-door program aligns well with recently adopted Metro Rail Design Criteria for new facilities, requiring

"hands-free" access to elevators to facilitate use by persons unable to actuate elevator call/floor selection buttons.

When elevators are not in use, the elevator car descends to the lowest floor (i.e., home landing) with doors open. This deters misuse of the elevator system by improving visibility and natural surveillance. This enhancement not only improves system security and the experience for those passengers with mobility challenges, but also eliminates unnecessary downtimes of elevator services due to unscheduled cleaning or maintenance. Furthermore, keeping the elevator doors open allows for continuous fresh air ventilation that has significantly reduced odors previously trapped behind closed doors.

A number of other positive outcomes from the open-door elevator pilot were observed, including:

- Zero issues or problems reported by customers with disabilities
- Transit Ambassadors reported that parents with strollers and customers with bicycles had greater satisfaction using open-door elevators as they had more time to negotiate their belongings without feeling rushed, and could better evaluate elevator conditions prior to entering
- Facilities Maintenance reported a -60% reduction of urination / defecation / biohazard incidents inside upgraded elevators with this feature
- Security reported significant reductions in extended dwelling/willful blocking of elevators

In addition, 4 out of 5 elevators were reported as fouled during pre-open door routine cleaning and maintenance, while 1 out of 3 elevators were reported as fouled during the post-open-door cleaning. There is also a decrease in emergency elevator cleanups, with reports showing improvements in elevator cleanliness as well as odor.

Metro's elevators vary in age and equipment capabilities as new lines and stations have opened since the 1990's. 46% of existing customer-facing elevators are newer, have the capability, and have been reprogrammed to activate the HLS system feature. However, the remaining-60% or 108 of the 180 customer-facing elevators require controller improvements and reprogramming to implement the HLS system feature.

The project scope is aimed at upgrading the elevator control systems and implementing the HLS system throughout the remaining 60% of Metro's customer-facing elevators, which would result in a fully completed open-door elevator program to bring this safety and cleanliness improvement systemwide.

DISCUSSION

The HLS system is a strategy to stop the misuse of elevator cars, which can lead to unsafe and unsanitary conditions and loss of service for those who rely on elevator access to ride Metro. Presently, approximately 40% of in-service customer-facing elevators are reprogrammed with the HLS feature, as these cars are of a newer generation that support the required control system reprogramming. The remaining 60% of customer-facing elevator cars are older, and their control systems are not capable of the reprogramming required to implement the HLS feature. The project will involve the manufacturing, installation, programming, and commissioning of the new control

systems with the HLS feature in customer-facing elevators, currently not capable of supporting this feature, and be fully implemented by May 2028.

Mitsubishi Electric US, Inc. is presently under contract with Metro for the maintenance of Metro's systemwide elevator systems, and as a result, elevator units are required to be improved by Mitsubishi Electric US, Inc. to maintain existing warranties and ensure all improvements are compatible with Metro and Mitsubishi equipment standards.

DETERMINATION OF SAFETY IMPACT

The HLS system is a safety and security improvement. The approval of this item would improve customer experience, improve system reliability, and enhance a safety-critical system in accordance with appropriate preventative maintenance practices.

FINANCIAL IMPACT

A total of $9,860,758.41 is needed for this action. This budget is contained in Capital Project 204805 - Elevator Modernization & Escalator Replacement Project. The Life of Project budget is $126,692,000.00, which is within the project budget. The FY26 adopted budget includes annual funding of $1,855,797.94 for this project.

Since this is a multi-year contract, the Project Manager will be responsible for budgeting resources in future Fiscal Years.

Impact to Budget

The current source of funds for this action is Proposition A, 35%, which is eligible for rail operations and Capital Projects.

EQUITY PLATFORM

Metro is committed to maintaining transit assets and ensuring reliable, equitable transportation service for Metro riders. This action improves passenger and operational safety as well as security of Metro Rail Station elevators by ensuring that transit infrastructure assets are maintained in a state of good repair, including assets that provide transit services for disadvantaged communities, notably those who require elevator access to utilize transit, including riders with disabilities and those traveling with children or items. This allows Metro to deliver safe, affordable, dependable transit services.

A Request for Proposal (RFP) was issued in accordance with Metro's Acquisition Policy for sole source procurements. The Diversity & Economic Opportunity Department (DEOD) recommended a 10% Small Business Enterprise (SBE) goal and a 3% Disabled Veteran Business Enterprise (DVBE) goal for this procurement. The recommended firm, Mitsubishi Electric US, Inc., exceeded the goal by making a 10.81% SBE and 7.53% DVBE commitment.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through capital improvement investments to replace Metro Rail Station elevators with new control systems, including the HLS system with doors open feature. These capital improvement investments further encourage transit ridership, ridesharing, and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001 and 2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports the following Metro Strategic Plan Goals:

Goal # 1 Provide high-quality mobility options that enable people to spend less time traveling.

Goal # 2 Deliver outstanding trip experiences for all users of the transportation system.

Goal # 3 Enhance communities and lives through mobility and access to opportunity.

This project helps maintain system service, reliability, and safety standards to provide a world-class transportation system that enhances the quality of life for all who live, work, and play within Los Angeles County.

ALTERNATIVES CONSIDERED

Staff considered not purchasing or replacing Metro customer-facing elevators with new control systems, but it is not recommended. This option would result in increased elevator downtime for unscheduled cleaning and maintenance, as well as continued misuse of Metro assets by non-passengers utilizing elevators for overnight housing.

NEXT STEPS

Upon approval from the Board, staff will execute Contract No. OP135390000 with Mitsubishi Electric US, Inc.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Daniela Amores, Senior Director Project Control, (213) 617-6283
Rudy Loera, Deputy Executive Officer, Facilities Engineering, Operations, (213) 617-6225
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Debra Avila, Deputy Chief Vendor/Contract Management (213) 418-3051

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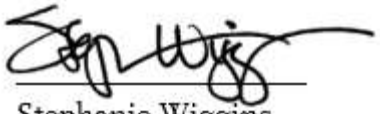

Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

PROCUREMENT SUMMARY

RAIL STATION ELEVATORS HOME LANDING/OP135390000

1.	**Contract Number**: **OP135390000**	
2.	**Recommended Vendor**: Mitsubishi Electric US, Inc.	
3.	**Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E** ☒ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: 9/8/2025	
	B. Advertised/Publicized: N/A	
	C. Pre-Proposal Conference: N/A	
	D. Proposals Due: 9/15/2025	
	E. Pre-Qualification Completed: 11/10/2025	
	F. Ethics Declaration Forms submitted to Ethics: 9/23/2025	
	G. Protest Period End Date: 2/24/2026	
5.	**Solicitations Downloaded**: 1	**Bids/Proposals Received**: 1
6.	**Contract Administrator**: Joshua Sierra	**Telephone Number**: (213)922-4539
7.	**Project Manager**: Rudy Loera	**Telephone Number**: (213) 617-6225

A. Procurement Background

This Board Action is to approve single-source Contract No. OP135390000 issued in in support of performing upgrades to one hundred five (105) elevator systems throughout the Metro system. Board approval of contract awards is subject to the resolution of any properly submitted protest(s), if any.

Request for Proposals (RFP) No. OP135390 was issued in accordance with Metro's Acquisition Policy and the contract type is a firm-fixed price, The Diversity & Economic Opportunity Department recommended a Small Business Enterprise (SBE) goal of 10% and a Disabled Veteran Business Enterprise (DVBE) goal of 3%.

No amendments were issued during the solicitation phase of this RFP.

A total of one proposal was received from Mitsubishi Electric US, Inc. on September 15, 2025.

B. Evaluation of Proposals

This procurement was conducted as a single-source, non competitive award as Mitsubishi Electric is currently under contract with Metro for maintenance and repair of elevators systemwide, inclusive of the elevators that will be upgraded as part of this effort. To maintain existing and future warranties and ensure compatibility with equipment standards, all improvements to Metro's elevator units must be performed by Mitsubishi Electric. Any modifications to the elevator control systems by an unauthorized party would void both current and future maintenance warranties.

C. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based on cost analysis, fact-finding, and technical evaluation. The 44% variance between the Independent Cost Estimate (ICE) and the recommended price is primarily due to the uncertainty regarding the level of effort required for each individual elevator upgrade, with higher-than-anticipated labor hours.

While some elevators are expected to require relatively accessible and straightforward upgrades, others may involve significantly more complex installations due to factors such as existing switchgear, electrical board conditions, additional wiring requirements, and the need to establish new travelers. The extent of this work cannot be fully determined in advance, creating risk for the contractor given the uncertainty regarding how many elevators will fall into each level of complexity. As a result, the contractor's price reflects a reasonable assumption regarding the proportion of elevators requiring straightforward, complex, and highly complex upgrades. Since this is a firm fixed-price contract, the contractor bears the full risk associated with this uncertainty.

	Proposer Name	Proposal Amount	Metro ICE	Negotiated amount
1.	Mitsubishi Electric US, Inc.	$9,860,758.41	$6,832,980.00	$9,860,758.41

D. Background on Recommended Contractor

The recommended firm, Mitsubishi Electric US, Inc., located in Cypress, CA, has been in business for 52 years and is a leader in the field of electrical and electronic equipment. The team members proposed by Mitsubishi have over a decade of experience. Mitsubishi has also worked for the University of California San Diego, 505 Master Association, Inc. in Nashville, TN, and Williams Square in Dallas TX.

Mitsubishi Electric US, Inc. has provided services for Metro and performance has been satisfactory.

DEOD SUMMARY

RAIL STATION ELEVATORS HOME LANDING/OP135390000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 10% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. Mitsubishi Electric US (MEUS) exceeded the goal by making a 10.81% SBE and 7.53% DVBE commitment.

Small Business Goal	10% SBE 3% DVBE	Small Business Commitment	10.81% SBE 7.53% DVBE

	SBE Subcontractors	% Committed	LSBE	Non-LSBE
1.	Learni M&S	4.26%	X	
2.	Elevator Etc. LP	6.55%	X	
	Total SBE Commitment	**10.81%**		

	DVBE Subcontractors	% Committed	LSBE	Non-LSBE
1.	War Dog Procurement	7.53%		X
	Total DVBE Commitment	**7.53%**		

B. Local Small Business Preference Program (LSBE)

MEUS, a non-LSBE prime contractor, subcontracted 10.81% of the contract value to eligible LSBE firms. Because MEUS did not subcontract at least 30% of the contract value to eligible LSBE firms, the firm was ineligible for the preference.

C. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

D. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations

(DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

E. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of $2.5 million.

F. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does not apply to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least $50 million.

MAINTENANCE & ENGINEERING

RAIL STATION ELEVATORS HOME LANDING

Metro

Operations, Safety, & Customer Experience Committee Meeting
February 19, 2026

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a 24 month, firm-fixed-price single-source contract, Contract No. OP135390000 in the amount of $9,860,758.41 to Mitsubishi Electric US, Inc. to upgrade the existing Rail Station elevator control system, and implement Home Landing Security upgrades with an operational safety feature allowing elevator doors to remain open on the main egress level when not in use by passengers, subject to the resolution of any properly submitted protest(s), if any.

Metro

ISSUE & DISCUSSION

AWARDEE

Mitsubishi Electric US, Inc.

NUMBER OF BIDS/PROPOSALS

Proposer Name	Bid Amount	Metro ICE	Negotiated Amount
Mitsubishi Electric US, Inc.	$9,860,758.41	$6,832,980.00	$9,860,758.41

Metro

ISSUE & DISCUSSION

DEOD COMMITMENT

A Request for Proposal (RFP) was issued in accordance with Metro's Acquisition Policy for sole source procurements. The Diversity & Economic Opportunity Department (DEOD) recommended a 10% Small Business Enterprise (SBE) goal and a 3% Disabled Veteran Business Enterprise (DVBE) goal for this procurement. The recommended firm, Mitsubishi Electric US, Inc., exceeded the goal by making a 10.81% SBE and 7.53% DVBE commitment.

ISSUE

Metro's public-facing rail station elevators are at times used as overnight shelter or loitering, resulting in substantial elevator cleanups and loss of use. Metro has implemented a Home Landing Security (HLS) system throughout its public facing elevators to address the equipment misuse, however older elevators require upgrades to allow implementation of the HLS security feature.

Metro

ISSUE & DISCUSSION

DISCUSSION

Presently, approximately 40% of in-service customer-facing elevators are reprogrammed with the HLS feature, as these cars are of a newer generation that support the required control system reprogramming. The remaining 60% of customer-facing elevator cars are older, and their control systems are not capable of the reprogramming required to implement the HLS feature. The project will involve the manufacturing, installation, programming, and commissioning of the new control systems with the HLS feature in customer-facing elevators currently not capable of supporting this feature and be fully implemented by May 2028.

Metro

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

File #: 2025-0432, **File Type:** Budget **Agenda Number:** 23.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
FEBRUARY 19, 2026

SUBJECT: ZERO EMISSION BUS (ZEB) PROGRAM UPDATE

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. RECEIVING AND FILING quarterly status report on the ZEB Program;

B. AUTHORIZING the Chief Executive Officer (CEO) to execute the necessary agreements to accept the transfer of 19 New Flyer battery electric buses (BEBs) from Lane Transit District; and

C. ESTABLISHING a Life-Of-Project (LOP) Budget for the relocation and make-ready of 19 used New Flyer BEBs, capital project number 201080, in the amount of $2,180,000.

ISSUE

This update provides a status report on the ZEB transition plan, including bus acquisition, division electrification, funding status, and upcoming program activities. This report also requests Board action on 19 New Flyer battery electric buses that will be donated to Metro by Lane Transit District.

BACKGROUND

In July 2017, the Board approved Motion 50 by Directors Bonin, Garcetti, Najarian, Hahn, and Solis (Attachment A), which endorsed a ZEB Strategic Plan to transition Metro's entire bus fleet to zero-emission by 2030. This was contingent upon cost and performance equivalence with Compressed Natural Gas (CNG) buses, as well as continued advancements in charging infrastructure. In 2018, the California Air Resources Board (CARB)'s Innovative Clean Transit (ICT) regulation mandated that all transit agencies in the state operate zero-emission fleets by 2040. In addition, ICT ZEB purchase requirements for large transit agencies require 25% of bus purchases to be zero emission by 2023, 50% by 2026, and 100% by 2029.

Metro has met all state-mandated program requirements. Furthermore, since October 2020, Metro has powered its bus fleet with 100% Renewable Natural Gas. Since the Board endorsed the ZEB Strategic Plan, Metro prepared a ZEB Master Plan in 2022 and a Master Plan Update in 2023. In

September 2024, staff prepared a more detailed plan to deliver a 100% ZEB fleet no later than 2035. This ensures Metro's ability to continue providing reliable bus service, including availability of operations and maintenance funding to support the full seven million annualized revenue service hours as planned through the NextGen Bus Plan.

In 2021, Metro electrified the G Line, which has accumulated more than six million miles of zero-emission service to date. In 2025, Metro installed all charging infrastructure to electrify the J Line. Electrification of Division 9 (El Monte) is nearing completion, and design is underway for Divisions 18 (Carson) and 7 (West Hollywood).

Transit agencies across North America continue to delay or shift away from a transition to zero emission buses. While the Toronto Transit Commission has a goal to transition its bus fleet by 2040, the Board recently approved the purchase of 200 diesel hybrid buses, with options for additional hybrid buses, and additional contract language to convert future BEB orders to hybrid, to ensure service reliability and operational readiness. The Chicago Transit Authority, which also has a 2040 transition goal, recently received a federal Low or No Emission grant to purchase 150 diesel hybrid buses, and New Jersey Transit recently purchased 375 hybrid diesel buses. Foothill Transit recently cancelled its design-build contract for a new hydrogen fueling station in Arcadia and issued a change order to switch the propulsion type of hydrogen buses to CNG. King County Metro's currently proposed two-year budget would delay its electrification goal from 2035 to beyond 2040.

DISCUSSION

Bus Acquisition
Metro has acquired 71 BYD K9MD buses, with an additional 24 BYD battery electric buses (BEBs) currently in production and on track for delivery.

On December 22, 2025, Metro issued two solicitations, one for 220 BEBs and another for 20 BEBs, for a total base buy of 240 BEBs, including options for up to 1,600 additional units, with the goal of awarding the contracts by the summer of 2026. The technical specifications were refined by eliminating prescriptive requirements for less critical features while ensuring a continued focus on the safety of both operators and riders.

Simultaneously, Metro plans to leverage the Colorado State contract currently in procurement or the renewed Washington State contract, expected to be finalized in April, to procure up to 40 BEBs, targeting delivery by the end of FY27.

In addition, Lane Transit District (LTD) has offered to transfer 19 used BEBs to Metro. The 40-foot New Flyer XCELSIOR buses were delivered to the Lane Transit District between 2022 and 2023, and they have accumulated an average of 50,000 miles. According to the leadership at LTD, the extreme weather conditions in Lane County, Oregon, have affected the range of the BEBs, complicating the scheduling of reliable service. LTD will invest in diesel hybrid buses moving forward. While the LTD electric buses will be donated, Metro will take on the remaining federal equity associated with the equipment, which averages approximately $464,956 per bus. Staff is seeking authorization for the CEO to execute the required agreements to accept the transferred BEBs. Additionally, staff requests approval for a Life of Project budget in the amount of $2.18 million for the relocation and make-ready

of the used BEBs as part of capital project number 201080.

Finally, next month, Metro is launching a pilot program featuring a BEB with extremely long range, manufactured by the Netherlands-based company Ebusco. Renowned for its commitment to innovation in the battery electric transit bus sector, Ebusco incorporates composite materials in the primary structure of the bus, resulting in a 27% reduction in weight. The Ebusco 3.0 model involved in the pilot boasts the capability to travel over 300 miles on a single charge based on operating conditions within the European Union, which exceeds the standard range of U.S.-made buses by 100 miles. The pilot bus will operate in non-revenue shadow service for four weeks to assess performance, range, charging capabilities, and operational compatibility with Metro's service requirements. Should the pilot result in success, Metro expects to release a procurement for ten 40' high-range BEBs and ten 60' articulated high-range BEBs with options for up to 60 additional BEBs to encourage the advancement of technology and potential interest in the U.S. market.

Charging Infrastructure
Metro achieved its goal to electrify the J Line by launching the first day of fully electric bus service on December 14, 2025. The J Line fleet consists of brand new BYD electric buses based at Division 9 (El Monte) and 18 (Carson). Buses charge overnight within the divisions and at en route charging locations at El Monte and Harbor Gateway Transit Centers. J Line electrification represents the tenth Twenty-eight by ‘28 project completed to date. Unfortunately, while Metro achieved several days of electric service levels up to 100% in its first few weeks, in early January, staff identified an issue with the BYD bus electric motors, which required grounding the zero emission bus fleet to prevent further damage. While the issue is under investigation, CNG buses with renewable natural gas fuel are in service. The service will return to zero emission as soon as the mechanical issues have been resolved.

Construction of the gantry structure and installation of depot charging equipment at Division 9 continue to progress. The civil construction scope will be complete in March, while installation and commissioning of the four depot pantograph charging clusters will continue through Fall 2026. The first pantograph charging cluster is expected to be fully commissioned in July.

The Notice to Proceed for the Progressive Design Build Operate and Maintain (PDBOM) contract to electrify Divisions 18 and 7 (West Hollywood) was issued on January 22, 2026. The project will construct more than 400 electric bus charging positions between the two divisions. Staff anticipate that both divisions will be electrified prior to the 2028 Olympic and Paralympic Games.

In 2024, Metro released a solicitation to procure opportunity charging equipment and submitted utility service requests for eleven charging sites in the Los Angeles Department of Water and Power (LADWP) service territory. With an en route charging equipment contract award in January 2026, Metro staff are preparing and negotiating task orders for 100% design packages for the en route charging sites that will support the North Hollywood to Pasadena BRT and North San Fernando Valley Transportation Improvements Project, with a goal to complete these sites no later than 2028.

FINANCIAL IMPACT

Upon Board approval, an LOP budget will be established in the amount of $2,180,000 under capital

project number 201080. FY26 annual funding for this project in the amount of $1,218,971 is available within the existing Capital Improvement Program (CIP) and does not require an amendment to the FY26 Adopted Budget. This will be a multi-year project, and the cost center manager, project manager(s), and Sr. Executive Officer of Vehicle Engineering and Acquisition will be responsible for budgeting the costs in future years.

Impact to Budget
Funding for the requested LOP will come from a mix of State and Local sources that are eligible and available when required and provided to the project based on Board-authorized priorities.

EQUITY PLATFORM

The purpose of this report is to provide a program-level status update; project-specific equity impacts are discussed in detail in their respective project reports. Divisions 1, 2, 3, 5, and 9 are located within Equity Focus Communities (EFCs). Divisions 9 and 5 will be in the first half of the electrification schedule, and Divisions 1, 2, and 3 will be in the latter half. Because EFC residents may have a higher reliance on bus transit, delays to the electrification schedule could disproportionately impact EFCs by delaying air quality improvements through emissions reductions. However, despite these risks, the division electrification schedule and achievement of related air quality improvements currently remain on track. Receiving the 19 donated buses from Lane County Transit will facilitate an accelerated delivery timeline of zero-emission buses.

VEHICLE MILES TRAVELED OUTCOME

Vehicle Miles Traveled (VMT) and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through operational activities that will maintain and encourage transit ridership. Metro's transition to a ZEB fleet will enhance customer experience with vehicles that are quiet and use zero-emission technology. Metro's Board-approved VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This update supports Goal #3 to enhance communities and lives through mobility and access to opportunity and Goal #4 to transform LA County through regional collaboration and national leadership.

ALTERNATIVES CONSIDERED

The Board may choose not to approve recommendations B and C. However, this approach is not recommended, as the addition of 19 BEBs will support Metro in achieving its goal of a zero-emission bus fleet by 2035.

NEXT STEPS

Staff will continue to deliver on the charging infrastructure projects at Divisions 9, 18, and 7. Staff will also execute the necessary agreements to receive the Lane Transit District donated buses and prepare them for revenue service.

ATTACHMENTS

Attachment A - Board Motion 50
Attachment B - Lane Transit District Electric Bus Vehicle Summary as of December 15, 2025

Prepared by: Shaun Miller, Deputy Executive Officer, Project Management, (213) 922-4952
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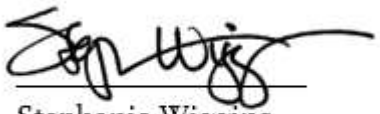

Stephanie Wiggins
Chief Executive Officer

Los Angeles County
Metropolitan Transportation
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Los Angeles, CA

File #: 2017-0524, **File Type:** Motion / Motion Response **Agenda Number:** 50

REVISED
REGULAR BOARD MEETING
JULY 27, 2017

Motion by:

DIRECTORS BONIN, GARCETTI, NAJARIAN, HAHN and SOLIS
AS AMENDED BY SOLIS, KUEHL and BARGER

FRIENDLY AMENDMENT BY FASANA

July 27, 2017

Strategic Plan for Metro's Transition to Zero Emission Buses

LA Metro has developed a comprehensive plan to deliver a complete transition to zero emission electric buses by 2030. The transition plan is contingent on two primary factors: continuous advancements in electric bus technology (which must increase range, reduce bus weights, reduce charging times, extend battery life cycles), as well as a drop in prices as the technology develops.

As electric bus technology continues to advance, our electric grid is becoming cleaner by gradually eliminating coal from our energy portfolio and replacing it with renewable sources. A full transition to electric buses coupled with renewable energy sources promises mobility with significantly lower environmental impacts from this form of transportation.

In order to maintain our bus fleet in a state of good repair, Metro plans to continue replacing its aging bus fleet at approximately 200 buses per year. With firm local hiring requirements in Metro bus procurement, routine bus procurement presents a recurring opportunity that bolsters our local labor force in perpetuity.

In 2012, Metro's U.S. Employment Plan resulted in the award of an $890 million contract to Kinkisharyo, a factory in Los Angeles County, and 404 quality railcar manufacturing jobs. Similarly, Metro can leverage recurring bus replacements to bolster labor throughout Los Angeles County

Metro plans to spend nearly one billion dollars on bus procurements in the next ten years That level of investment, coupled with a transition to all electric buses, presents an opportunity for LA County to demonstrate leadership on combating climate change, and can make Los Angeles the central marketplace for new electric bus technology: a County rich with quality manufacturing jobs rooted in technologies that provide mobility, sustain a healthy environment and create career paths in clean

energy technologies.

SUBJECT: MOTION BY BONIN, GARCETTI, NAJARIAN, HAHN AND SOLIS AS AMENDED BY SOLIS, KUEHL AND BARGER

RECOMMENDATION

WE THEREFORE MOVE that the Board:

A. ENDORSE the Strategic Plan for Metro's Transition to Zero Emission Buses;

B. DIRECT the CEO to create a zero emission bus infrastructure working group comprised of Metro staff, federal and state regulators and local utility companies to track market availability and to cultivate ongoing collaboration among stakeholders. The working group will monitor market rates for emerging zero emission bus technology to support Metro's 2030 transition plan:

1. Working group to report to the Board annually with the latest technology innovations to support the cost/benefit analysis of fleet conversion

2. MTA to host an industry forum to solicit innovative solutions to delivering the 2030 plan;

C. AMEND the Metro federal legislative plan to advocate for local jobs as a critical factor in the evaluation criteria of MTA procurements; and

D. DEVELOP an equity threshold consistent with Title VI regulations for priority deployment of electric buses in underserved communities.

FURTHER MOVE that the Board direct staff to:

A. As part of establishing a working group:

1. EXPAND the invitation to regional air quality regulators (e.g. South Coast Air Quality Management District), the American Public Transportation Association and California Transit;

2. EXAMINE and TRACK vehicle technology and performance, energy production and pricing, infrastructure needs and life-cycle analysis and creative funding opportunities.

B. COORDINATE with the County of Los Angeles to explore opportunities to develop a countywide incentive structure to promote and attract more companies to manufacture, assemble and produce zero-emission transit vehicles and related technologies and infrastructure in Los Angeles County;

C. Widely PROMOTE and ENCOURAGE municipal transit agencies/operators to participate in the established process by which to co-procure ("piggyback procurement" provisions) zero-

emission transit vehicles;

D. ENSURE that MTA maintains the flexibility to explore the best available technologies that contributes to zero-emissions and/or net-negative emissions in the Los Angeles County public transit sector.

FRIENDLY AMENDMENT BY FASANA that staff report back to the board with a timeline and any commitments by parties before we undertake our next bus purchase and answers to the following questions:

A. Will electric buses and their batteries deliver the guaranteed range and service?

B. Can municipal and electric utilities timely invest in the grid in order to power electric buses?

C. Which strategies will maximize Metro's ability to receive cap and trade credits?

D. How and when can charging infrastructure be deployed at our bus divisions? More importantly, how will such infrastructure be paid for?

E. Why is Metro's role critical for the adoption of low NOX engines in the trucking industry? What assurances do we have that this will take place when Metro has operated cleaner engines since the 1990s without adoption of these technologies by the trucking industry?

F. What are the resiliency impacts to our service if electricity or natural gas service is disrupted? What is our back-up plan?

G. Metro can intervene in regulatory proceedings at the California Public Utilities Commission for investor owned utilities regarding transportation electrification and equivalent natural gas proceedings as appropriate. Metro needs to assess the current regulatory schedule for such proceedings, develop advocacy position, and indicate that our adoption of electrification may be affected if electric transportation infrastructure is funded by shareholders, recovered through rates, and implemented on a timely basis.

H. Conversely, how will Metro undertake the capital investments directly? Foothill Transit has intervened in the active proceeding. Antelope Valley and other providers are engaged. Metro needs to be more actively engaged and needs to report back to our Board on what is at stake. In SCE's service area, demand charges make the operating costs of electric buses more costly than natural gas vehicles. Are we working to influence changes to the rate schedules?

I. Can RNG be adopted without direct Metro involvement by substituting RNG for natural gas purchased out of state? We should participate in any state framework that could create linkages between Metro's adoption of RNG and RNG implementation by the trucking industry.

Lane Transit District Electric Bus Vehicle Summary as of December 15, 2025

Coach Number	VIN	Vehicle Year	Vehicle Description	Verified In-Service Date	Out of Service	Federal Useful Life (Years)	Actual Service Years	Remaining Years	Remaining % Based on Years	Minimum Useful Life Mileage
22101	5FYB8FJ07NF105044	2022	40' NEW FLYER XCELSIOR - BEB	10/6/2022	3/31/2026	12	3.5	8.5	71%	500,000
22102	5FYB8FJ09NF105045	2022	40' NEW FLYER XCELSIOR - BEB	10/7/2022	3/31/2026	12	3.5	8.5	71%	500,000
22103	5FYB8FJ00NF105046	2022	40' NEW FLYER XCELSIOR - BEB	1/7/2023	3/31/2026	12	3.3	8.7	73%	500,000
22105	5FYB8FJ04NF105048	2022	40' NEW FLYER XCELSIOR - BEB	7/21/2023	3/31/2026	12	2.7	9.3	78%	500,000
22109	5FYB8FJ06NF105052	2022	40' NEW FLYER XCELSIOR - BEB	7/21/2023	3/31/2026	12	2.7	9.3	78%	500,000
22108	5FYB8FJ04NF105051	2022	40' NEW FLYER XCELSIOR - BEB	7/21/2023	3/31/2026	12	2.7	9.3	78%	500,000
22110	5FYB8FJ08NF105053	2022	40' NEW FLYER XCELSIOR - BEB	7/21/2023	3/31/2026	12	2.7	9.3	78%	500,000
22112	5FYB8FJ01NF105055	2022	40' NEW FLYER XCELSIOR - BEB	7/21/2023	3/31/2026	12	2.7	9.3	78%	500,000
22113	5FYB8FJ03NF105056	2022	40' NEW FLYER XCELSIOR - BEB	7/21/2023	3/31/2026	12	2.7	9.3	78%	500,000
22116	5FYB8FJ09NF105059	2022	40' NEW FLYER XCELSIOR - BEB	7/21/2023	3/31/2026	12	2.7	9.3	78%	500,000
22117	5FYB8FJ05NF105060	2022	40' NEW FLYER XCELSIOR - BEB	7/21/2023	3/31/2026	12	2.7	9.3	78%	500,000
22104	5FYB8FJ02NF105047	2022	40' NEW FLYER XCELSIOR - BEB	7/21/2023	3/31/2026	12	2.7	9.3	78%	500,000
22118	5FYB8FJ07NF105061	2022	40' NEW FLYER XCELSIOR - BEB	7/21/2023	3/31/2026	12	2.7	9.3	78%	500,000
22119	5FYB8FJ09NF105062	2022	40' NEW FLYER XCELSIOR - BEB	7/21/2023	3/31/2026	12	2.7	9.3	78%	500,000
22106	5FYB8FJ03NF107700	2023	40' NEW FLYER XCELSIOR - BEB	9/27/2023	3/31/2026	12	2.5	9.5	79%	500,000
22111	5FYB8FJ0XNF105054	2022	40' NEW FLYER XCELSIOR - BEB	7/21/2023	3/31/2026	12	2.7	9.3	78%	500,000
22114	5FYB8FJ05NF105057	2022	40' NEW FLYER XCELSIOR - BEB	7/21/2023	3/31/2026	12	2.7	9.3	78%	500,000
22115	5FYB8FJ07NF107702	2023	40' NEW FLYER XCELSIOR - BEB	11/2/2023	3/31/2026	12	2.3	9.7	81%	500,000
22107	5YFB8FJ05NF107701	2023	40' NEW FLYER XCELSIOR - BEB	9/27/2023	3/31/2026	12	2.5	9.5	79%	500,000

CONTINUED

Coach Number	VIN	Vehicle Year	Vehicle Description	Actual Mileage	Remaining % Based on Miles	Total Federal Share	Remaining Federal Share Based on Miles	Remaining Federal Share Based on Years	Purchase Price	Straight Line Depreciation	Value
22101	5FYB8FJ07NF105044	2022	40' NEW FLYER XCELSIOR - BEB	65,490	86.90%	507,669.24	441,175	359,599	$ 945,967.52	275,907.19	670,060.33
22102	5FYB8FJ09NF105045	2022	40' NEW FLYER XCELSIOR - BEB	56,589	88.68%	507,669.24	450,212	359,599	$ 945,967.52	275,907.19	670,060.33
22103	5FYB8FJ00NF105046	2022	40' NEW FLYER XCELSIOR - BEB	55,320	88.94%	524,223.67	466,224	380,062	$ 945,967.52	260,141.07	685,826.45
22105	5FYB8FJ04NF105048	2022	40' NEW FLYER XCELSIOR - BEB	29,013	94.20%	551,814.39	519,795	427,656	$ 945,967.52	212,842.69	733,124.83
22109	5FYB8FJ06NF105052	2022	40' NEW FLYER XCELSIOR - BEB	49,209	90.16%	551,814.39	497,506	427,656	$ 945,967.52	212,842.69	733,124.83
22108	5FYB8FJ04NF105051	2022	40' NEW FLYER XCELSIOR - BEB	56,807	88.64%	591,229.70	524,058	458,203	$ 945,967.52	212,842.69	733,124.83
22110	5FYB8FJ08NF105053	2022	40' NEW FLYER XCELSIOR - BEB	49,501	90.10%	591,229.70	532,697	458,203	$ 945,967.52	212,842.69	733,124.83
22112	5FYB8FJ01NF105055	2022	40' NEW FLYER XCELSIOR - BEB	62,140	87.57%	591,229.70	517,752	458,203	$ 945,967.52	212,842.69	733,124.83
22113	5FYB8FJ03NF105056	2022	40' NEW FLYER XCELSIOR - BEB	50,876	89.82%	591,229.70	531,071	458,203	$ 945,967.52	212,842.69	733,124.83
22116	5FYB8FJ09NF105059	2022	40' NEW FLYER XCELSIOR - BEB	36,718	92.66%	591,229.70	547,812	458,203	$ 945,967.52	212,842.69	733,124.83
22117	5FYB8FJ05NF105060	2022	40' NEW FLYER XCELSIOR - BEB	32,186	93.56%	591,229.70	553,171	458,203	$ 945,967.52	212,842.69	733,124.83
22104	5FYB8FJ02NF105047	2022	40' NEW FLYER XCELSIOR - BEB	54,769	89.05%	707,347.21	629,866	548,194	$ 945,967.52	212,842.69	733,124.83
22118	5FYB8FJ07NF105061	2022	40' NEW FLYER XCELSIOR - BEB	63,260	87.35%	707,347.21	617,854	548,194	$ 945,967.52	212,842.69	733,124.83
22119	5FYB8FJ09NF105062	2022	40' NEW FLYER XCELSIOR - BEB	38,503	92.30%	707,347.21	652,877	548,194	$ 945,967.52	212,842.69	733,124.83
22106	5FYB8FJ03NF107700	2023	40' NEW FLYER XCELSIOR - BEB	61,050	87.79%	630,645.01	553,643	499,261	$ 945,967.52	197,076.57	748,890.95
22111	5FYB8FJ0XNF105054	2022	40' NEW FLYER XCELSIOR - BEB	26,467	94.71%	630,645.01	597,262	488,750	$ 945,967.52	212,842.69	733,124.83
22114	5FYB8FJ05NF105057	2022	40' NEW FLYER XCELSIOR - BEB	38,801	92.24%	630,645.01	581,706	488,750	$ 945,967.52	212,842.69	733,124.83
22115	5FYB8FJ07NF107702	2023	40' NEW FLYER XCELSIOR - BEB	58,347	88.33%	630,645.01	557,053	509,771	$ 945,967.52	181,310.44	764,657.08
22107	5YFB8FJ05NF107701	2023	40' NEW FLYER XCELSIOR - BEB	68,738	86.25%	630,645.01	543,946	499,261	$ 945,967.52	197,076.57	748,890.95

Zero Emission Bus (ZEB) Program Quarterly Update

VEHICLE ENGINEERING & ACQUISITION

Operations, Safety, and Customer Experience Committee

February 19, 2026

Charging Infrastructure Project Updates

Division 9 & El Monte Transit Center

- EMTC and bus yard opportunity chargers complete and supporting J Line service
- Civil construction will be complete in Spring 2026. Pantograph installation and commissioning will continue through Fall.

Division 18 & 7

- Contract signed. NTP issued in January.

Photo: Division 9 Depot Chargers

Photo: Habor Gateway Opportunity Chargers/J Line

Opportunity Charging Sites (Countywide)

- In January Board approved award of contract for 13 opportunity chargers and up to 60 additional chargers as needed
- Prioritizing designs and delivery strategy for North Hollywood Transit Center, North San Fernando Valley Transit Improvements Project, and sites supporting Division 9 buses

J Line Electrification

- J Line soft launch on December 14, 2025.
- Achieved 50-100% zero emission service over first few weeks.
- Recently identified an issue with BYD bus drive motors which required grounding the fleet to prevent further damage. The issue is under investigation and service will return to zero emission as soon as possible.

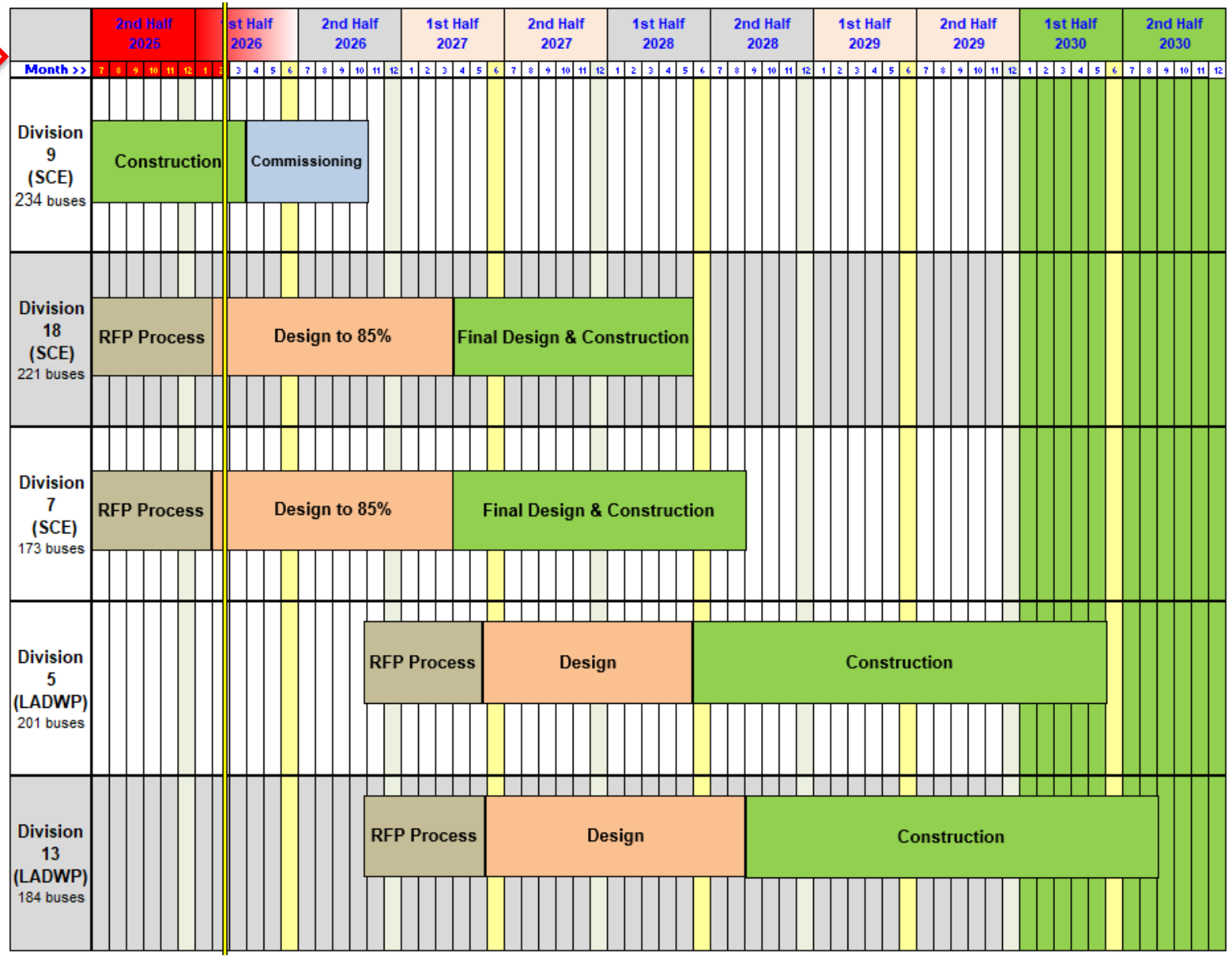
Metro

Status of Division Electrification (First Five Divisions)

Electrification schedule for first five divisions

Civil construction at Division 9 complete in Spring 2026. Commissioning to continue into Fall.

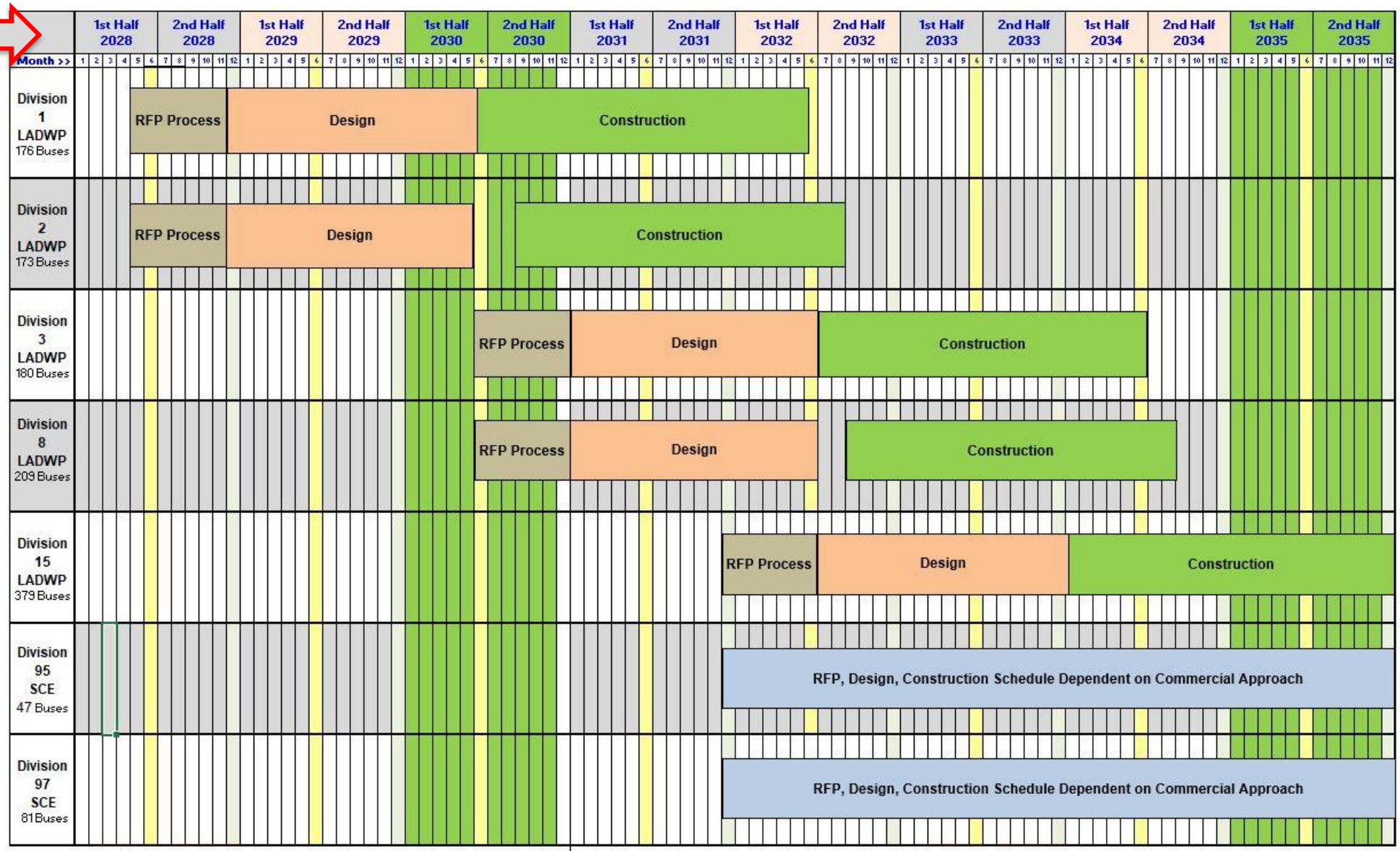
Notice To Proceed for Divisions 18 & 7 issued in January.



Metro

Division Electrification (Latter Five and Contract Service Divisions)

Electrification schedule for latter five directly-operated and two contract service divisions



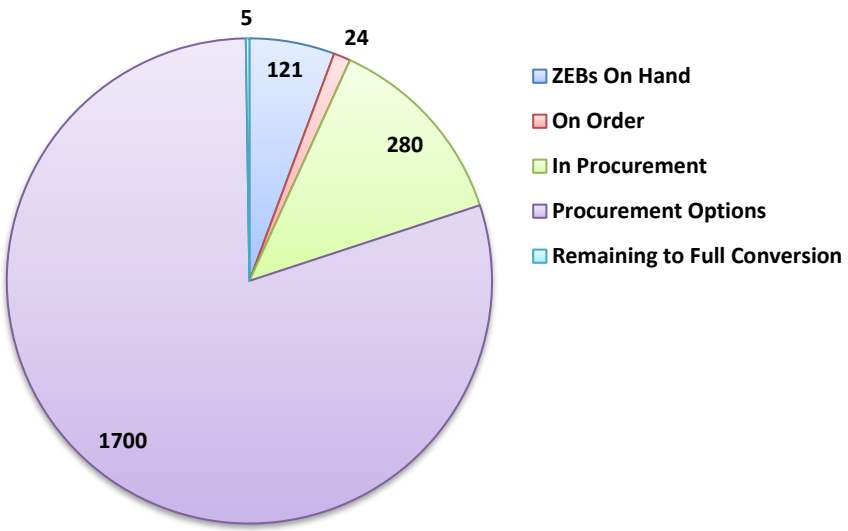
Metro

Status of Bus Acquisition

Current Fleet

- 5.7% of fleet converted to ZEB*

Status of ZEB Fleet Transition



*Assumed future fleet size of 2,130 buses
Data as of 1/23/26

Metro

Bus Procurement

- New RFPs for 240 BEBs with options up to 1,600 released on December 22, 2025
  - Reduced prescriptive requirements
  - Focus on safety and proposers' ability to align with Metro's schedule
- State contract
  - Up to 40 BEBs
  - Award by April 2026 and delivery in 2027

BYD Bus Deliveries

- *71* of *95* K9MD buses have been delivered
- BYD is currently 24 buses behind schedule
  - Liquidated damages (LDs) for delayed buses and manuals
- Challenges persist in ensuring quality control on the production line and providing warranty support.

Lane Transit District BEB Donation

RECOMMENDATIONS

- AUTHORIZE the CEO to execute the necessary agreements to accept the donation of 19 New Flyer battery electric buses (BEBs) from Lane Transit District
- ESTABLISH a Life-Of-Project (LOP) Budget for the relocation and make-ready of 19 used New Flyer BEBs, capital project number 201080 in the amount of $2,180,000.

DISCUSSION

- 19 New Flyer XCELSIOR 40’ BEBs
- 3-4 years old / average 50,000 mileage
- Metro to assume remaining Federal equity, pay for bus transport to Los Angeles and carry out necessary make-ready work including the installation of revenue collections systems, communication equipment, passenger information components, operator barrier and bus painting.

Metro

Grant Updates and Continuing Activities

Upcoming project activities

- Division 18 & 7 Progressive Design Build Operate and Maintain (PDBOM) contract Phase 1 has commenced.
- Advancing competitive solicitation for a Battery Energy System Storage (BESS) resiliency charger project at Division 18.
- Pilot with a long-range battery electric bus. A 40’ composite BEB manufactured by Ebusco will shadow revenue service 4- 6 weeks to test compatibility with Metro service requirements.

Photo: BYD K9MD bus at Harbor Gateway Transit Center

Metro

THANK YOU

Metro

Los Angeles County
Metropolitan Transportation
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Los Angeles, CA

File #: 2025-1084, **File Type:** Contract **Agenda Number:** 24.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
FEBRUARY 19, 2026

SUBJECT: ABOVE GROUND FACILITIES IMPROVEMENTS & REPAIRS

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD an Indefinite Delivery/Indefinite Quantity (IDIQ) Contract No. OP133873(2)000 to Craft Construction & Development, Inc., for Above Ground Facilities Improvement & Repairs, in the Not-To-Exceed (NTE) amount of $116,613,949.83 for the five-year base period and $16,880,142.79 for the first one-year option, $16,690,870.59 for the second one-year option, and $16,874,837.00 for the third one-year option, for a combined NTE amount of $167,059,800.21, subject to the resolution of any properly submitted protest(s), if any; and

B. EXECUTE individual contract modifications within the Board-approved contract modification authority.

ISSUE

Metro's Infrastructure Maintenance & Engineering Department is responsible for a wide variety of modernization and reengineering projects for Bus and Rail facilities. Metro has an immediate need to advance various enhancements across its transit system that are essential to meeting life-cycle requirements, system reliability, and improving customer experience. The broad and complex scope of these initiatives represents one-time, non-recurring projects that specialized contractors can perform to support Metro's near-term goals.

Award of this contract will enhance Metro's construction capacity, enable Metro to maintain system continuity and minimize service disruptions, thus ensuring the reliable delivery of transit services to Metro's riders and support the agency's objective of showcasing transit excellence.

BACKGROUND

Metro's Vertical Transportation (VT) Modernization Program was established in FY2020 to address elevators and escalators that are nearing the end of their useful life and require upgrades to minimize equipment downtime and impacts to Metro's riders. Metro's VT Modernization Program will upgrade the outdated systems and controls of 117 elevators and replace 81 escalators, while improving current service availability. This action is necessary to support the advancement of Metro's Vertical

Transportation Modernization Capital Improvement Program while supporting and advancing Metro's long-term transit system goals.

DISCUSSION

Metro has several robust rehabilitation initiatives to improve the customer experience and address the state of good repair backlog. Key areas identified as requiring a variety of modernizing, enhancing, altering, reengineering, redesigning, and improvements that include various trades consisting of, but not limited to, electrical, mechanical, plumbing, painting, carpentry, drywall, roofing tasks, and an elevator constructor to support modernization of LA Metro's Vertical Transportation (VT) modernization and monitoring systems throughout the County of Los Angeles for all elevators and escalators. The work includes both Bus and Rail facilities and Maintenance of Way (MOW) systems, including light and heavy rail maintenance yards and stations, and other general enhancements, such as the Rail Operations Center (ROC) expansion projects and tenant improvements associated with new building acquisitions, State of Good Repair structural enhancements at aerial structures, and facility improvements such as Metro wide back-up power systems for all Rail and Bus divisions, including the Gateway Building.

The recommended contract will be structured as an IDIQ contract and administered through individual task orders with firm fixed pricing. The IDIQ contract will establish an NTE amount, which represents the maximum expenditure authority for the contract term.

Task orders will be issued at Metro's discretion and will be limited in scope, duration, and amount specified in each approved task order. There is no obligation for Metro to issue any minimum quantity of work under this contract. The award amount represents the maximum contractual value authorized under the IDIQ contract; actual expenditures will depend on the number of task orders issued and may be less than the authorized amount, including zero. This contract will support Metro's modernization and capital improvement projects, such as its Vertical Transportation Modernization, State of Good Repair (SGR), and Bus and Rail facilities programs. The contractor will provide construction services, including improvements for mechanical, electrical, communications, plumbing, civil, and architectural. This contract contrasts with Metro's Job Order Contracting (JOC) program, where the emphasis is on projects capped at $1M in support of maintenance repairs.

DETERMINATION OF SAFETY IMPACT

Award of this contract will ensure that all operating facilities comply with Metro's SGR requirements and Transit Asset Management (TAM) Plan, ensuring the delivery of safe, quality, on-time, and reliable services to our customers and the public.

FINANCIAL IMPACT

The total contract value is $167,059,800.21, over a five-year base period plus three one-year options. This is an on-call contract, and funding for this contract is included in the Infrastructure Renewal Program (cost center 3960). Funding for task orders issued under this contract will be provided, subject to availability, from Metro's bus and rail facilities, vertical transportation, and MOW capital programs. Funding levels are reviewed and allocated annually based on approved budgets and

projected work requirements. The projects currently sponsoring this contract are four capital projects: 202814 - Bus Division Improvements V, 204817 - Rail Facility Maintenance & Improvements II, 204805 Elevator Modernization & Escalator Replacement Project, and 290013 Metro Downtown Hub. The combined Life of Project (LOP) budget is $298,000,000, which is within the project budget.

Currently, the FY26 Annual Budget is $5,040,180. However, any annual budget shortfalls shall be addressed through the relocation of FY26 monies from existing capital projects that may have underspent their allocated annual budget funds.

Since this is a multi-year contract, the Project Manager will ensure the balance of funds is budgeted in future fiscal years, including any option exercised.

Impact to Budget
The current funding sources for this action are local funds, which are eligible for bus and rail operating and capital projects.

EQUITY PLATFORM

Metro is committed to maintaining transit assets and ensuring reliable and equitable transportation service for Metro riders. The equity benefits of this action improve passenger and operational reliability of Metro transit services by ensuring that transit infrastructure assets are maintained in a state of good repair, including assets that provide transit services for disadvantaged communities. This allows Metro to deliver safe, affordable, dependable transit services connecting riders to jobs, housing, education, food services, family, and health care. Public transportation provides an important lifeline for the residents in underserved communities, and the award of this contract ensures Metro maintains that lifeline.

The Diversity and Economic Opportunity Department (DEOD) established a 8% Disadvantaged Business Enterprise (DBE) goal. Although Craft Construction made a DBE commitment, the U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the Disadvantaged Business Enterprise (DBE) program, including suspension of goals and enforcement, effective October 3, 2025. While the DBE commitment is not a factor in the staff recommendation, there are three (3) certified small businesses participating in this contract, including the prime contractor, Craft Construction.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through capital improvements of Metro operations and facilities that will improve and further encourage transit ridership, ridesharing, and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports the following Metro Strategic Plan Goals:

Goal # 1 Provide high-quality mobility options that enable people to spend less time traveling.

Goal # 2 Deliver outstanding trip experiences for all users of the transportation system.

Goal # 3 Enhance communities and lives through mobility and access to opportunity.

This project helps maintain system service, reliability, and safety standards to provide a world-class transportation system that enhances the quality of life for all who live, work, and play within Los Angeles County.

ALTERNATIVES CONSIDERED

The alternative would be to solicit each project construction work through a full competitive bidding process. However, this approach is not recommended because it would require significantly more time and resources to award schedule critical work under a standard procurement process. This approach would include multiple procurement cycles increasing award times and failure to meeting 2028 system modernization goals. In addition, procuring services on a per-assignment basis would require more resources for Vendor/Contract Management (V/CM), as staff are already fully committed to supporting ongoing full-cycle procurements, further impacting delivery of schedule-critical work.

NEXT STEPS

Upon approval by the Board, staff will execute Contract No. OP133873(2)000 to provide maintenance and repair services on a task order basis for various transit facility projects, for a five-year base period plus three one-year options.

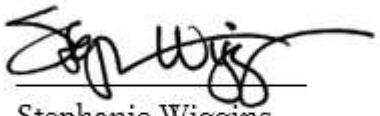
ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Daniela Amores, Senior Director Project Control, (213) 617-6283

Rudy Loera, Deputy Executive Officer, Facilities Engineering, Operations (213-617-6225)
Errol Taylor, Deputy Chief Operations Officer, Infrastructure Maintenance and Engineering, (213) 922-3227
Debra Avila, Deputy Chief Vendor/Contract Management (213) 418-3051

Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034



Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

PROCUREMENT SUMMARY

ABOVE GROUND FACILITIES IMPROVEMENTS & REPAIRS/OP133873(2)000

1.	**Contract Number**: OP133873(2)000	
2.	**Recommended Vendor**: Craft Construction & Development Inc.	
3.	**Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: 9/30/2025	
	B. Advertised/Publicized: 9/30/2025	
	C. Pre-Proposal Conference: 10/6/2025	
	D. Proposals Due: 10/30/2025	
	E. Pre-Qualification Completed: 11/24/2025	
	F. Ethics Declaration Forms submitted to Ethics: 10/31/2025	
	G. Protest Period End Date: 2/24/2026	
5.	**Solicitations Downloaded**: **23**	**Bids/Proposals Received**: **2**
6.	**Contract Administrator**: Antranik Banalian	**Telephone Number**: (213) 922 - 5223
7.	**Project Manager**: Rudy Loera	**Telephone Number**: (213) 617- 6225

A. Procurement Background

This Board Action is to approve Contract No. OP133873(2)000 issued to support Los Angeles Metro's Infrastructure Maintenance & Engineering (IM&E) Department in advancing improvements to primarily above-ground bus and rail facilities. Board approval of contract award is subject to the resolution of any properly submitted protest(s), if any.

Request for Proposals (RFP) No. OP133873(2) was issued in accordance with Metro's Acquisition Policy and the contract type is an Indefinite Quantity/Indefinite Delivery (IDIQ). The Diversity and Economic Opportunity Department (DEOD) established an 8% Disadvantaged Business Enterprise (DBE) goal for this solicitation, however, the U.S. Department of Transportation (USDOT) issued an Interim Final Rule (IFR) that made changes to the DBE Program, including suspension of goals and enforcement, effective October 3, 2025. DBE participation was therefore not a factor in the award, however the recommended Prime contractor is a certified Small Business Enterprise (SBE).

One amendment was issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on October 10, 2025 amended the DBE requirements.

A virtual pre-proposal conference was held on October 6, 2025, and was attended

by 7 participants representing 6 firms. There were 3 questions received for this RFP, and responses were provided prior to the proposal due date.

A total of two proposals were received on the due date of October 30, 2025, from the following firms listed below in alphabetical order:

1. Craft Construction & Development Inc.
2. Metro Builders & Engineers Group, Ltd.

Staff conducted a market survey to request information from prospective proposers to determine why no additional proposals were submitted. Of the 23 firms that downloaded the solicitation, 5 firms responded stating that their company did not meet the contractor licensing requirements or that the type of work was outside the firm's area of expertise. The results of the market survey indicated that factors beyond Metro's control caused the potential sources not to submit bids and that there were no restrictive elements in the solicitation documents that prevented competition.

B. Evaluation of Proposals

A diverse Proposal Evaluation Team (PET) consisting of staff from Facilities Maintenance and Operations Engineering was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated based on the following evaluation criteria and weights:

- Summary of Current/Past Work 15%
- Key Staff Resume 15%
- Detailed Schedule 15%
- Relevant Transit Work Experience 15%
- Task Order Narrative 15%
- Cost Proposal 25%

The evaluation criteria are appropriate and consistent with criteria developed for other, similar maintenance and repair type procurements. Several factors were considered when developing these weights, giving the greatest importance to the contractor's skillset.

During the evaluation period, the evaluation committee conducted an evaluation of the proposals submitted by Craft Construction & Development Inc. and Metro Builders & Engineers Group, Ltd. The PET reviewed the proposer's qualifications, capabilities, key personnel resume, understanding of the scope of services, and proposed approach.

Upon conclusion of the evaluation, it was determined that only one proposer, Craft Construction & Development Inc., was within the competitive range. The remaining firm, Metro Builders & Engineers Group, Ltd. was determined to be outside the competitive range and were not included for further consideration.

Qualifications Summary of Firms within the Competitive Range:

Craft Construction & Development Inc.

Craft Construction is a California-based general contractor specializing in public works, commercial, and institutional projects. The firm has over 7 years of experience delivering construction services, including renovations, tenant improvements, and infrastructure upgrades, with an emphasis on safety and timely completion. Craft Construction is led by Owner and Project Manager Ken Fujii and Raymond Clantz, each having over 20 years of experience in construction management and construction estimating.

The following is a summary of the evaluation scores.

1	Firm	Subtotal Score	Factor Weight	Weighted Average Score	Rank
2	**Craft Construction & Development Inc.**				
3	Summary of Current/Past Work	93.33	15.00%	14.00	
4	Key Staff Resume	100.00	15.00%	15.00	
5	Detailed Schedule	80.00	15.00%	12.00	
6	Relevant Transit Work Experience	93.33	15.00%	14.00	
7	Task Order Narrative	86.67	15.00%	13.00	
8	Price Proposal	100.00	25.00%	25.00	
9	**Total**		**100.00%**	**93.00**	**1**

C. Cost/Price Analysis

The difference between Metro's Independent Cost Estimate (ICE) and the proposal is due to methods of calculation. The ICE was developed as the Not-To-Exceed (NTE) amount based on the projected maintenance and repair needs of the Agency over the life of the contract. The RFP requested the proposers to submit fully burdened hourly rates for the classifications of Supervisor, Journeyman, Apprentice, and Laborer across twenty-one (21) trades for a five-year base period and three (3) one-year option periods. This was done in order to permit the evaluation of proposals, however, the proposal amount is not indicative of the work that will be conducted, as all work will be issued through individual task orders, as needs arise.

The difference between the originally proposed amount and the recommended NTE amount is due to the addition of estimated supervision to more accurately reflect costs for non-self-performed tasks for the Prime as well as the addition of Project Labor Agreement (PLA) requirements.

	Proposer Name	Proposal Amount	Metro ICE	NTE Amount
1.	Craft Construction & Development Inc.	$158,923,166.31	$176,000,000.00	$167,059,800.21

D. Background on Recommended Contractor

Craft Construction & Development Inc. is a California-based general contractor specializing in public works, commercial, and institutional projects. The firm has over 7 years of experience delivering construction services, including renovations, tenant improvements, and infrastructure upgrades, with an emphasis on safety and timely completion. Craft Construction is led by Owner and Project Manager Ken Fujii and Raymond Clantz, each having over 20 years of experience in construction management and construction estimating.

Craft Construction & Development Inc. maintains a long-standing working relationship with LA Metro, having completed a wide range of projects as both a prime contractor and subcontractor. These efforts have included facility improvements, pavement replacement, renovations, and expansions in support of both the Bus and Rail Divisions.

DEOD SUMMARY

ABOVE GROUND FACILITIES IMPROVEMENTS & REPAIRS/OP133873(2)000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established an overall 8% Disadvantaged Business Enterprise (DBE) goal for this Indefinite Quantity/ Indefinite Delivery (IDIQ) solicitation. While Craft Construction made a DBE commitment, the U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes, to the DBE Program, including suspension of goals and enforcement, effective October 3, 2025. Metro is currently reviewing the Interim Final Rule (IFR) to identify necessary program and procedural changes to ensure full compliance. Although the DBE commitment is not a factor in the staff recommendation, there are three (3) certified small businesses participating in this contract, including the prime contractor, Craft Construction.

B. Local Small Business Enterprise (LSBE) Preference

The LSBE preference is not applicable to federally funded procurements. Federal law (49 CFR § 661.21) prohibits the use of local procurement preferences on FTA-funded projects.

C. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

D. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

E. Project Labor Agreement/Construction Careers Policy

This contract is subject to the PLA/CCP requirements. Contractors must commit to meeting the following targeted hiring goals for select construction contracts with task orders exceeding $2.5 million.

Federally Funded Projects		
Community / Local Area Worker Goal	Apprentice Worker Goal	Disadvantaged Worker Goal
40%	20%	10%

F. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does not apply to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least $50 million.

MAINTENANCE & ENGINEERING

ABOVE GROUND FACILITIES IMPROVEMENTS & REPAIRS

Metro

Operations, Safety, & Customer Experience Committee Meeting
February 19, 2026

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD an Indefinite Delivery/Indefinite Quantity (IDIQ) Contract No. OP133873(2)000 to Craft Construction & Development, Inc., for Above Ground Facilities Improvement & Repairs, in the Not-To-Exceed (NTE) amount of $116,613,949.83 for the five-year base period and $16,880,142.79 for the first one-year option, $16,690,870.59 for the second one-year option, and $16,874,837.00 for the third one-year option, for a combined NTE amount of $167,059,800.21, subject to the resolution of any properly submitted protest(s), if any.

B. EXECUTE individual contract modifications within the Board-approved contract modification authority.

Metro

ISSUE & DISCUSSION

AWARDEE

Craft Construction & Development, Inc.,

NUMBER OF BIDS/PROPOSALS

Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
Craft Construction & Development, Inc.,	$158,923,166.31	$176,000,000	$167,059,800.21

Metro

ISSUE & DISCUSSION

DEOD COMMITMENT

The Diversity and Economic Opportunity Department (DEOD) established a 8% Disadvantaged Business Enterprise (DBE) goal. Although Craft Construction made a DBE commitment, the U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the Disadvantaged Business Enterprise (DBE) program, including suspension of goals and enforcement, effective October 3, 2025. While the DBE commitment is not a factor in the staff recommendation, there are three (3) certified small businesses participating in this contract, including the prime contractor, Craft Construction.

Metro

ISSUE & DISCUSSION

ISSUE

Metro has an immediate need to advance various Bus and Rail facilities modernization and reengineering enhancements across its transit system that are essential to meeting life-cycle requirements, system reliability, and improving customer experience in advance of and following the 2028 Olympic and Paralympic Games. The broad and complex scope of these initiatives represents one-time, non-recurring projects that specialized contractors can perform to support Metro's near-term goals.

DISCUSSION

Contract will be structured as an Indefinite Delivery/Indefinite Quantity (IDIQ) contract and administered through individual task orders with firm fixed pricing, supporting Metro's modernization and capital improvement projects, such as its Vertical Transportation Modernization, State of Good Repair (SGR), and Bus and Rail facilities programs.

Metro

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

Metro

Board Report

File #: 2025-1010, **File Type:** Contract **Agenda Number:** 26.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
FEBRUARY 19, 2026

SUBJECT: METRO MICRO SOFTWARE SERVICES

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to Execute Modification No. 2 to Contract No. PS124278(2)000, Metro Micro Software Services with Spare Labs, Inc. in support of Metro Micro enhancements and the 2026 FIFA World Cup software platform for shuttle services in the firm-fixed price of $386,150.00, increasing the total contract value from $61,250.01 to $447,400.01.

ISSUE

Metro Micro Software Services Contract No. PS124278(2)000 was awarded to Spare Labs, Inc. in the amount of $0.01 to configure and customize an on-demand microtransit software platform supporting Metro Micro operations with limited contract modification authority. As Metro continues to refine and improve the Metro Micro service model, additional software configuration and enhancements are required that will also support the World Cup Games Enhanced Transit Services (WCGETS).

This Board action requests approval for Modification No. 2 to enhance Metro Micro's software to 1) support predefined fixed routes, enabling a blended model of on-demand and fixed routing, 2) allow for integrated text and voice communication, and for 3) a three-month software subscription for the WCGETS vehicle fleet.

BACKGROUND

Metro Micro is an on-demand, shared ride transit service that utilizes a mobile application for drivers and customers, and cloud-based software platform to provide flexible point-to-point transportation based on customer demand. The software calculates the most efficient routing for each trip based on current traffic conditions and street access and provides real-time turn by turn navigation to the driver. The service currently operates in eight designated zones throughout Los Angeles County.

In March 2025, Metro Micro implemented a new operating model consisting of separate software and operating contracts. The software Contract No. PS124278(2)000 was awarded to Spare Labs, Inc. to provide a driver application, rider application, operations dashboard, and KPI and reporting functions

to support Metro Micro operations. In addition, the Contract's scope of services anticipated the need for additional and evolving services. The scope of services authorizes other types of additional work based on emerging needs on a permanent or temporary basis which may require enhancements to the software platform.

DISCUSSION

The current Metro Micro software contract provides the following functions to support dynamic routing and scheduling, including:

1. Driver and vehicle assignment management, dynamically adjusted in real-time;
2. Turn-by-turn driver navigation based on dynamic routing;
3. Text communication between dispatch and drivers;
4. A dispatch control center to monitor and manage overall operations; and
5. Performance dashboards to track KPIs and operational statistics.

This contract modification would allow for software modifications to further enhance Metro Micro's operating model to support predefined fixed routes, enabling a blended model of on-demand and fixed routing to serve recurring high-demand situations, such as school start and dismissal times. As an added benefit, the Metro Micro software, with the predefined fixed route enhancement, provides the necessary requirements for the WCGETS operations.

In less than five months, Los Angeles will be hosting eight FIFA men's World Cup matches at SoFi Stadium, including a quarter final game. To reduce traffic congestion, and limited parking availability at the stadium and surrounding area, Metro will be implementing WCGETS to transport 30,000 spectators and workforce for each game between various transit hubs and park and ride locations and SoFi Stadium.

The WCGETS plan requires over 330 vehicles and will be operated by a combination of Metro and other Southern California transit operators, and private contractors. To support this operation, a uniform plug-and-play technology is needed to track and communicate with the 300+ vehicles across multiple transit agencies and contractors. The system must also provide drivers with turn-by-turn navigation based on predetermined routes, with the ability to dynamically adjust routes, assignments, and operations in response to real-time changes to traffic conditions, security perimeters, street closures, and ridership demand. The traditional Metro ATMS (CAD-AVL) solution is not suitable in this case due to its extensive hardware and software infrastructure requirements.

While the WCGETS routes, schedules and driver assignments will be preplanned prior to the World Cup, it is anticipated that the WCGETS will need to be flexible to adjust to changes in traffic conditions, security perimeters, street closures, and ridership demand during and between games. The Metro Micro software, with its flexibility to adjust to these changes, and with the added predefined fixed route enhancement, provides the necessary requirements for WCGETS operation, including the ability to:

- Adjust routes and communicate adjustments to drivers in real time;
- Dynamically reassign drivers and vehicles between routes based on demand;
- Provide real-time turn-by-turn navigation through the driver application;
- Track and communicate with a mixed fleet of transit providers via a cloud-based plug; and play mobile device centrally in the WCGETS control center and in the field; and
- Capture and report operating statistics to inform adjustments needed to WCGETS during and between games.

Contract Modification No. 2 authorizes software updates to enhance Metro Micro's operating model to support predefined fixed routes, enabling a blended on-demand and fixed-route approach for recurring high-demand scenarios. This contract modification also adds integrated voice communication including Silent Alarm System (SAS), eliminating the need for separate cellular phones, and increases the fleet covered in the software subscription to include the WCGETS fleet of 330+ vehicles. Together, this modification enhances the Metro Micro services and allows the software to be used for the WCGETS operations.

DETERMINATION OF SAFETY IMPACT

The approval of this item will enhance operational safety and reliability by enabling real-time vehicle status visibility, system monitoring that ensures fast response to event-related incidents, rapid dispatch communication, and enhancing customers' transit experience.

FINANCIAL IMPACT

For this contract, funding of $386,150 for Modification No. 2 for FY26 is allocated under cost center 3595 - Metro Micro Operations, Project 306007 - Special Mega Events, Task No. 01.02.20, World Cup 2026 Bus Transportation.

Impact to Budget

The current source of funds for this action includes Proposition C 40%. This funding source is eligible for bus operations.

EQUITY PLATFORM

The Metro Micro service is a dynamically routed shared transit service utilizing vehicles to pick up and drop off patrons based on customer demand rather than a fixed schedule and fixed routes. This on-demand shared-ride service is an on-call service, customized to customers' requests for when and where they want service, connecting more people to our existing transportation system. This service is designed for short, shared trips approximately 1-6 miles within Metro Micro's defined zones, utilizing vehicles that are smaller than traditional core transit rail cars and buses.

For our patrons utilizing the service, Metro Micro is committed to ensuring equitable access to

Metro's shared-ride service. Metro Micro's daily operations aim to increase overall ridership and provide access to important needs such as employment, education, health care, and necessities. Micro provides ADA accommodations for Metro customers with disabilities for shared ride pick-ups and drop-offs across all zones. The project includes several zones that all serve Equity Focus Communities (EFCs), including some zones consisting predominantly of identified EFCs.

Metro staff sought to address inequities in the availability and affordability of on-demand ride-hailing offered by private companies, which are often less available in areas with lower median household incomes. All Micro Zones contain EFCs, and the following chart shows a range of EFC coverage between zones:

Zone	% of Land Area in EFC	% of Population in EFC
Watts/Compton	68.0%	69.8%
El Monte	50.6%	73.3%
LAX/Inglewood	33.2%	40.3%
Highland Park / Eagle Rock / Glendale	19.3%	31.7%
North Hollywood / Burbank	19.2%	29.5%
Altadena / Pasadena / Sierra Madre	9.9%	23.7%
UCLA / Westwood / VA Medical Center	5.5%	10.6%
Northwest San Fernando Valley	3.9%	7.2%

For context, 31% of the land area of the eight Metro Micro Zones is in EFCs.

The data does acknowledge some unevenness across Micro Zones. For a long time, Altadena/Pasadena/Sierra Madre has had the highest ridership volume. However, in recent months, Highland Park/Eagle Rock/Glendale has seen steady growth and is increasing in ridership. Watts/Compton remains in third place. As a result, when looking at the proportion of our target population that resides in EFCs and combining that with our ridership proportion in each Micro Zone, we can estimate that 38.4% of Metro Micro ridership comes from EFCs.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on

VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. Micro supports Metro's systemwide strategy to reduce VMT through planning and operational activities that will benefit and further encourage transit ridership, ridesharing, and active transportation. Approximately 70% of Metro Micro rides are shared, with an average travel distance of 4 miles. Without this service, these trips would likely occur as single-occupancy vehicle trips or solo rides on a Transportation Network Companies (TNCs) platform, resulting in increased overall vehicle miles traveled. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Metro Micro supports strategic plan goals #1.2 and 2.3: Metro Micro is an investment in a world-class transportation system that is reliable, convenient, and attractive to more customers for more trips. Metro Micro continues to improve customer satisfaction at customer touchpoints by offering an accessible, flexible service that adapts to customer demand and needs.

ALTERNATIVES CONSIDERED

The Board may elect not to approve this recommendation. This option is not recommended as it would result in the inability to improve the software to support predefined fixed routes, enabling a blended model of on-demand and fixed routing. In addition, Metro would not be able to utilize the Metro Micro software to support World Cup operational needs.

NEXT STEPS

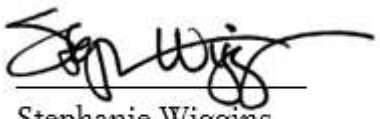
Upon approval by the Board, Metro staff will execute Contract Modification No. 2 with Spare Labs, Inc.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - DEOD Summary

Prepared by:
Roxane Marquez, Director, Finance & Administration, (213) 922-4147
Dan Nguyen, Senior Executive Officer, Strategic Initiatives (213) 418-3233
Debra Avila, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051

Reviewed by:
Conan Cheung, Chief Operations Officer, (213) 418-3034



Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

METRO MICRO SOFTWARE SERVICES/ PS124278(2)000

1.	**Contract Number**: PS124278(2)000			
2.	**Contractor**: Spare Labs Inc.			
3.	**Mod. Work Description**:. Metro Micro Enhancements and 2026 FIFA World Cup software platform for shuttle services			
4.	**Contract Work Description**: Provide and support the software platform for Metro Micro on-demand transit operations (dispatch, driver, and communications).			
5.	**The following data is current as of**: 1/22/2026			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	02/20/2025	**Contract Award Amount:**	$0.01
	Notice to Proceed (NTP):	N/A	**Total of Modifications Approved:**	$61,250.00
	Original Completion Date:	02/20/2028	**Pending Modifications (including this action):**	$386,150.00
	Current Est. Completion Date:	02/20/2028	**Current Contract Value (with this action):**	$447,400.01
7.	**Contract Administrator**: Jered Rakosky		**Telephone Number**: (213) 922-2702	
8.	**Project Manager**: Dan Nguyen		**Telephone Number**: (213) 418-3233	

A. Procurement Background

This Board Action is to approve Contract Modification No. 2 issued in support of enhancing Metro Micro's software to support predefined fixed routes enabling a blended model of on-demand and fixed routing, to allow for integrated text and voice communication (including Silent Alarm System (SAS)), and provide a three month software subscription for the WCGETS vehicle fleet to support Metro's special-event shuttles during the FIFA World Cup 2026.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy, and the contract type is firm fixed price.

In February 2025, Metro awarded firm-fixed price Contract No. PS124278(2)000 to Spare Labs, Inc., in the amount of $0.01 to provide software services for the

configuring and customizing of Metro Micro's on-demand software platform to dispatch, monitor, schedule and track vehicles offering shared rides.

One modification has been issued to date. Refer to Attachment B – Contract Modification/Change Order Log.

B. Price Analysis

The recommended price has been determined to be fair and reasonable based upon a review of key cost elements (software license, labor hours, and travel), technical evaluation, Independent Cost Estimate (ICE) and negotiations with the proposer.

Proposal Amount	Metro ICE	Negotiated Amount
$479,750.00	$449,825.00	**$386,150.00**

ATTACHMENT B

CONTRACT MODIFICATION/CHANGE ORDER LOG

METRO MICRO SOFTWARE SERVICES/ PS124278(2)000

Mod. No.	Description	Status (approved or pending)	Date	$ Amount
1	Proof of Concept for fixed-route shuttle software services	Approved	09/18/2025	$61,250.00
2	**Enhance Metro Micro's software to support predefined fixed routes enabling a blended model of on-demand and fixed routing, provide integrated text and voice communication (including Silent Alarm System (SAS)), and provide a three month software subscription for the WCGETS vehicle fleet (FIFA World Cup 2026)**	**Pending**		**$386,150.00**
	Modification Total:			**$447,400.00**
	Original Contract:			**$0.01**
	Total:			**$447,400.01**

DEOD SUMMARY

METRO MICRO SOFTWARE SERVICES / PS124278(2)000

A. Small Business Participation

At the time of solicitation, the Diversity & Economic Opportunity Department did not establish a Disadvantaged Business Enterprise (DBE) goal for this procurement due to the lack of subcontracting opportunities. It is expected that Spare Labs, Inc. will continue to perform the services of the contract with its own workforce.

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this modification.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of $2.5 million.

E. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does not apply to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least $50 million.

STRATEGIC INITIATIVES

METRO MICRO SOFTWARE SERVICES

Metro

Operations, Safety, and Customer Experience Committee
February 19, 2026

RECOMMENDATION

A. AUTHORIZE the Chief Executive Officer to execute Modification No. 2 to Contract No. PS124278(2)000, Metro Micro Software Services with Spare Labs, Inc. in support of Metro Micro enhancements and the 2026 FIFA World Cup software platform for shuttle services in the firm-fixed price of $386,150.00 increasing the total contract value from $61,250.01 to $447,400.01.

Metro

ISSUE AND DISCUSSION

ISSUE

Metro Micro Software Services Contract No. PS124278(2)000 was awarded to Spare Labs, Inc. in the amount of $0.01 to configure and customize an on-demand micro transit software platform supporting Metro Micro operations with limited contract modification authority. As Metro continues to refine and improve the Metro Micro service model, additional software configuration is required for deviated fixed routing that will also support the World Cup Games Enhanced Transit Services (WCGETS).

Modification No. 2 seeks to enhance Metro Micro's software to 1) support predefined fixed routes, enabling a blended model of on-demand and fixed routing, 2) allow for integrated text and voice communication, and for 3) a three-month software subscription for the WCGETS fleet.

Metro

BACKGROUND

- Metro Micro is an on-demand, shared ride transit service that utilizes a mobile application for drivers and customers to provide flexible point-to-point transportation based on customer demand.
- The software Contract No. PS124278(2)000 was awarded to Spare Labs, Inc. to provide a driver application, rider application, operations dashboard, and KPI and reporting functions to support Metro Micro operations.
- The Scope authorizes other types of additional work based on emerging needs on a permanent or temporary basis, which may require enhancements to the software platform.

Metro

DISCUSSION

- The current Metro Micro software contract provides the following functions to support dynamic routing and scheduling:

  1. Driver / Vehicle assignment management, dynamically adjusted in real time
  2. Turn-by-turn driver navigation based on dynamic routing
  3. Text communication between dispatch and drivers
  4. A dispatch control center to monitor and manage overall operations
  5. Performance dashboards to track KPIs and operational statistics

- This contract modification enhances the operating model by adding predefined fixed routes, enabling a blended on-demand and fixed-route service to better address recurring high-demand periods, such as school start and dismissal times.

- The Metro Micro software, with the predefined fixed route enhancement, provides the necessary requirements for the WCGETS operations.

- This modification also incorporates integrates voice communication; and expands the software subscription to include the WCGETS fleet of 330 vehicles.

Metro

NEXT STEPS

Upon Board Approval, Metro will execute Modification No. 2 with Spare Labs, Inc.

Metro

File #: 2026-0002, **File Type:** Contract **Agenda Number:** 27.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
FEBRUARY 19, 2026

SUBJECT: DEPARTMENT OF PUBLIC SAFETY HIRING CONTRACTS FOR SWORN AND CIVILIAN PERSONNEL

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

A. AWARD six task order based on-call bench Contracts for pre-employment background investigations services for a total Not-To-Exceed (NTE) amount of $2,318,122 for the initial three-year base term, plus $838,304 for the first, one-year option, and $871,837 for the second, one-year option for a total NTE cumulative amount of $4,028,263, effective March 1, 2026, subject to the resolution of any properly submitted protest(s) if any:

1. Arroyo Background Investigations (PS135956000)
2. Kentech Consulting, Inc. (PS135956001)
3. Maerly, LLC (PS135956002)
4. National Testing Network, Inc. (PS135956003)
5. North American Security and Investigations, Inc. (PS135956004)
6. Palicon Group (PS135956005)

B. AWARD five task order based on-call bench Contracts for psychological evaluation services for a total NTE amount of $1,184,000 for the initial three-year base term, plus $438,000 for the first, one-year option and $438,000 for the second, one-year option for a total NTE cumulative amount of $2,060,000, effective March 1, 2026, subject to the resolution of any properly submitted protest(s) if any:

1. Integrated Psychological Assessment Services, Inc. (PS135777000)
2. Nancy K. Bohl, Inc. dba The Counseling Team International (PS135777001)
3. Psychological Consulting Associates, Inc.(PS135777002)
4. Robert D. Preijers Psy. D Clinical and Forensic Psychology, Professional Corporation (PS135777003)
5. Susan Saxe-Clifford, Ph.D, a Professional Corporation (PS135777004)

C. AWARD a firm fixed unit rate Contract No. DR138577000 to Galls, LLC to provide uniforms,

equipment, and accessories for sworn officers and civilian personnel in the NTE amount of $3,519,787 for the initial two-year base term plus $2,148,033 for the first, one-year option, $2,470,818 for the second, one-year option and $2,763,634 for the third, one-year option for a total NTE amount of $10,902,272, effective March 1, 2026, utilizing Sourcewell cooperative purchasing Contract Nos. 011124-GAL and 091924-GAL.

ISSUE

The Department of Public Safety (DPS) will be hiring approximately 600 sworn transit police officers and additional civilian personnel, including dispatchers, to support the agency's new in-house department. To meet this goal, Metro must comply with all requirements of the California Commission on Peace Officer Standards and Training (POST), including pre-employment background investigations and psychological evaluations. Furthermore, Metro currently utilizes a voucher system for Transit Security Officer uniforms; however, this system is insufficient for the specialized equipment requirements and the rapid onboarding scale of the DPS. A dedicated uniform contract is necessary to support the timely onboarding and professional outfitting of all DPS personnel.

BACKGROUND

As Metro initiates hiring for the DPS, all POST standards and procedures must be followed. Each candidate, whether a recruit or a lateral transfer, must complete a pre-employment background investigation and a psychological evaluation conducted by POST-qualified professionals. Metro currently has contracts for pre-employment background investigation and psychological services for Transit Security Officers; however, these contracts are limited in scope, nearing expiration, and cannot support the scale of hiring required for the DPS.

DISCUSSION

Metro anticipates hiring approximately 600 sworn officers and support personnel, such as dispatchers, over the next five years to fully staff the DPS. The current labor market for sworn officers is highly competitive, and Metro has learned that, on average, only approximately 10% of applicants successfully complete the full hiring process. Consequently, a substantially larger pool of applicants must be screened than the number ultimately selected for hire. A pool of qualified background investigators and psychological evaluators will be able to accommodate this larger applicant pool in a timely manner, thereby ensuring applicants can move efficiently through the hiring process. As a result, these bench contracts, as well as the Galls contract, will have sufficient capacity to cover background investigative services, psychological evaluations, and uniforms needed by Transit Security Officers and DPS sworn officers.

Pre-Employment Background Investigations

Establishing a bench of qualified firms is necessary to conduct pre-employment background investigations for all DPS candidates. POST requires that investigators complete POST-approved training and adhere to prescribed investigative standards. Since each investigation can take up to two months to complete and involves significant detail, Metro must ensure it has the specialized

resources needed to handle the anticipated workload and minimize the loss of qualified candidates to other agencies. To meet the hiring target, Metro will need to process hundreds of candidate applications each year. This could result in dozens of background investigations being conducted simultaneously. Having a qualified bench of firms will ensure Metro can process the anticipated high volume of applicants in a timely manner, thereby enabling candidates to progress through the extensive and time-consuming hiring process.

Psychological Evaluations

Similarly, a bench of qualified firms will be utilized to perform psychological evaluations. POST maintains a roster of approved psychologists who adhere to strict qualifications and reporting requirements. In accordance with POST regulations, only authorized professionals are eligible to conduct pre-employment evaluations for sworn officers. Maintaining multiple POST-approved contractors will ensure that Metro has the specialized resources to handle the anticipated workload and to complete evaluations within established hiring timelines.

For both pre-employment background and psychological services, work will be assigned through the issuance of task orders based on factors such as the firm's availability, capacity, past performance, and geographic proximity, to ensure that all investigations and psychological evaluations are completed efficiently and in full compliance with POST standards.

Having a bench of qualified psychological evaluators will enable Metro to evaluate candidates simultaneously, ensure it has the capacity to conduct psychological evaluations in a timely manner, and accommodate the large number of applications anticipated. Consequently, Metro staff recommends establishing these bench contracts to provide specialized resources to meet Metro's hiring goals over the next five years.

Uniforms and Equipment

All recruits attending the police academy are required to wear a basic training uniform, while lateral hires must be issued a full uniform and specialized equipment prior to assuming their official duties. To support the goal of hiring over 100 officers in FY27, Metro is leveraging competitively procured Sourcewell cooperative contracts with Galls, LLC (Galls), specifically for Uniforms and Apparel (011124-GAL) and Body Armor and Related Accessories (091924-GAL).

Sourcewell is a State of Minnesota local government unit and service cooperative created under the laws of the State of Minnesota that offers cooperative procurement solutions to government entities. Galls is a uniform provider specializing in public safety and law enforcement solutions. Their services are utilized by several Southern California law enforcement agencies, including LAPD, LASD, Long Beach, Orange County, and Riverside. Their 'head-to-toe' solutions include duty gear, ballistic vests, helmets, shields, and gas masks. By utilizing their online portal and several retail locations throughout Southern California, Metro can ensure officers are efficiently fitted and equipped to meet the FY27 hiring schedule.

Utilizing these competitively procured contracts with Galls enables Metro to accelerate the procurement process, saving over six months in administrative lead time, while ensuring competitive

pricing and maintaining the ability to provide uniforms to sworn officers in accordance with Metro's hiring goals.

Metro's procurement policies leverage cooperative contracts to ensure administrative efficiency and cost-effectiveness. This strategy ensures that uniform and equipment availability remain aligned with DPS recruitment and training timelines.

DETERMINATION OF SAFETY IMPACT

The background investigation and psychological evaluation services provide the capability for Metro to comply with all California Commission on Peace Officer Standards and Training (POST) requirements for sworn officer hiring, ensuring qualified candidates are vetted and hired to patrol the Metro system.

FINANCIAL IMPACT

The FY26 Budget includes $350,000 in Cost Center 2617, Office of the Chief of Police, Executive Office, under Project 380008, TCPSD Start-up.

Since these are multi-year contracts, the responsible cost center manager and the Chief of Police and Emergency Management will be accountable for budgeting the costs in future years.

Impact to Budget
The source of funds for this contract is General Overhead and Operating funds, comprised of Federal, State, and local funds. These funds are eligible for bus and rail operating costs.

EQUITY PLATFORM

As DPS begins recruiting and hiring sworn officers, candidates must undergo a background investigation and a psychological evaluation. To ensure a bias-free process, staff will adhere to strict POST guidelines and requirements. Background investigators must complete POST-approved training and adhere to prescribed investigative standards. Only psychologists who meet strict qualifications and reporting requirements will conduct evaluations for sworn officers. Similarly, incoming Transit Security Officers must also pass background and psychological evaluations. Requiring candidates to complete background and psychological tests ensures that DPS sworn and nonsworn officers meet the necessary qualifications to successfully perform their duties on the system, as they will regularly interact with Metro's diverse ridership. The Diversity and Economic Opportunity Department (DEOD) did not recommend a Small Business Enterprise or Disabled Veteran Business Enterprise for any of the contracts due to a lack of subcontracting opportunities.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality

by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through operational activities that will improve Metro's new DPS, further encouraging transit ridership, ridesharing, and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports Strategic Plan Goals #2.1: Deliver outstanding trip experiences for all users of the transportation system; Metro is committed to improving security and #5.6: Provide responsive, accountable, and trustworthy governance within the Metro organization; Metro will foster and maintain a strong safety culture.

ALTERNATIVES CONSIDERED

The Board may choose not to approve these recommendations; however, this is not recommended because Metro does not have specialized staff to perform POST-mandated background investigations and psychological evaluation services, nor does it have the capability to provide uniforms in-house. Further, failure to comply with POST standards would render Metro's police officers under the DPS legally uncertified, thereby prohibiting them from exercising essential law enforcement powers such as making arrests and carrying firearms as required under state law.

NEXT STEPS

Upon Board approval, staff will execute the bench Contract Nos. PS135956000 through PS135956005 for pre-employment background investigation services, Contract Nos. PS135777000 through PS135777004 for psychological evaluation services and Contract No. DR138577000 with Galls, LLC for uniforms, equipment, and accessories, effective March 1, 2026.

ATTACHMENTS

Attachment A-1 - Procurement Summary
Attachment A-2 - Procurement Summary
Attachment A-3 - Procurement Summary
Attachment B-1 - DEOD Summary
Attachment B-2 - DEOD Summary
Attachment B-3 - DEOD Summary

Prepared by: Cathryn Banuelos, Chief Administrative Analyst, (213) 922-7650
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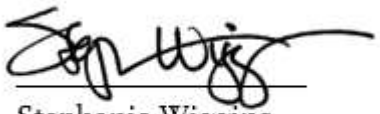
Reviewed by: William Scott, Chief of Police and Emergency Management, (213) 922-5448



Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

ON-CALL PRE- EMPLOYMENT BACKGROUND INVESTIGATIONS SERVICES BENCH/PS135956000 THROUGH PS135956005

1.	**Contract Numbers**: PS135956000 through PS135956005	
2.	**Recommended Vendors**: Arroyo Background Investigations, Kentech Consulting, Inc., Maerly LLC, National Testing Network, Inc., North American Security and Investigations, Inc., and Palicon Group	
3.	**Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: 10/02/2025	
	B. Advertised/Publicized: 10/02/2025	
	C. Pre-Proposal Conference: 10/09/2025	
	D. Proposals Due: 11/04/2025	
	E. Pre-Qualification Completed: 01/06/2026	
	F. Ethics Declaration Forms submitted to Ethics: 11/04/2025	
	G. Protest Period End Date: 02/24/2026	
5.	**Solicitations Downloaded**: 25	**Proposals Received**: 6
6.	**Contract Administrator**: Britney Shedrick	**Telephone Number**: 213-418-3313
7.	**Project Manager**: Cathryn Banuelos	**Telephone Number**: 213-922-7650

A. Procurement Background

This Board Action is to approve task order based on-call bench Contract Nos. PS135956000, PS135956001, PS135956002, PS135956003, PS135956004, and PS135956005 to support Metro's Department of Public Safety (DPS) with as-needed pre-employment background investigations services for sworn personnel, public safety dispatchers, and security personnel. Board approval of contract awards is subject to the resolution of any properly submitted protest(s), if any.

On October 2, 2025, Request for Proposals (RFP) No. PS135956 was issued as a competitive procurement in accordance with Metro's Acquisition Policy, and the contract type is task order based, firm fixed unit rate. The Diversity & Economic Opportunity Department (DEOD) did not recommend a Small Business Enterprise (SBE) and Disabled Veteran Business Enterprise (DVBE) participation goal for this procurement due to the lack of subcontracting opportunities.

Work under each contract will be authorized through the issuance of separate firm fixed price task orders. Each future task order will contain a specific scope of services. Task orders will be issued based on factors such as the firm's availability, capacity, past performance, and geographic proximity.

One amendment was issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on October 23, 2025, clarified the requirements of the Scope of Services.

A total of 25 downloads were included in the planholders' list. A virtual pre-proposal conference was held on October 9, 2025, and was attended by five participants representing five firms. There were 16 questions received, and responses were provided prior to the proposal due date.

A total of six proposals were received by the proposal due date of November 4, 2025, and are listed below in alphabetical order:

1. Arroyo Background Investigations
2. Kentech Consulting, Inc.
3. Maerly LLC
4. National Testing Network, Inc.
5. North American Security and Investigations, Inc.
6. Palicon Group

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's Department of Public Safety, Risk, Corporate Safety & Asset Management Department, and Operations was convened and conducted a comprehensive technical evaluation of the proposals received.

From November 14, 2025, through December 16, 2025, the PET independently evaluated the proposals based on the following evaluation criteria:

Phase I – Minimum Qualification Requirements (Pass/Fail): Proposers must meet the following minimum qualification requirements at the time of proposal submittal:

- Proposer and/or each member of the Proposer's team, including all proposed staff and subcontractors conducting background investigations, must be licensed as required by law.
- Proposer and/or each member of the Proposer's team, including all proposed staff and subcontractors conducting background investigations, must have a minimum of five years of experience conducting pre-employment background investigations for law enforcement agencies.
- Proposer and/or each member of the Proposer's team, including all proposed staff and subcontractors conducting background investigations, must have completed the Peace Officer Standards and Training (POST) background investigation course.

The PET deemed all six proposals met the minimum qualification requirements and continued with the weighted evaluation based on the following Phase II - Weighted Evaluation Criteria:

- Experience and Qualifications of the Proposer 20%
- Experience, Qualifications of Key Personnel and Availability 20%
- Management Plan and Approach to the Work 40%
- Price 20%

Several factors were considered when developing these weights, giving the greatest importance to the Management Plan and Approach to the Work.

At the conclusion of the evaluation process, the PET determined that all six proposals were within the competitive range and were technically qualified to provide the requested services.

C. Price Analysis

Each proposer submitted fully burdened rates to perform specific background investigation services. The negotiated rates have been determined to be fair and reasonable based on price analysis, technical analysis, fact-finding, and negotiations.

Work will be assigned through the issuance of separate task orders in accordance with the negotiated rates.

D. Background on Recommended Contractors

Arroyo Background Investigations

Arroyo Background Investigations (ABI), located in Riverside, CA, has been in business since 2003. It provides professional investigative services, including POST compliant background checks, surveillance, and fraud investigations.

ABI's California public safety clients in California include the Riverside County Sheriff's Department and the Burbank, Menifee, San Fernando, and Exposition Park Police Departments.

Kentech Consulting, Inc.

Kentech Consulting, Inc. (Kentech), founded in 2006, is a Chicago-based background investigation and screening company with a satellite office in Santa Monica, CA. It provides investigative background check technology and POST compliance investigations for law enforcement, employers, non-profit organizations, colleges, and housing authorities.

Kentech's law enforcement agency and transit clients include the Chicago and New York Police Departments, and the New York Metropolitan Transit Authority.

Maerly LLC

Maerly LLC (Maerly), headquartered in Westlake Village, CA, has been in business since 2018. It provides comprehensive investigative services, including POST compliant pre-employment background investigations for law enforcement, public safety, and civilian positions.

Public agency clients include the San Francisco Police Department, San Francisco Chief Medical Examiner's Office, San Francisco Juvenile Probation Department, Contra Costa County Fire Protection District, County of El Dorado, and City of Santa Paula.

National Testing Network, Inc.

National Testing Network, Inc. (NTN), based in Lynwood, Washington, has been in business since 2006. It provides recruitment, testing, and background investigation services, including POST compliance pre-employment investigations.

NTN has partnered with a wide range of municipal and regional agencies, including the City of Milwaukee, Tualatin Valley Fire and Rescue, City of Akron, and the Santa Ana Police Department.

North American Security and Investigations, Inc.

North American Security and Investigations, Inc. (NASI), headquartered in Carson, CA, has been in business since 2004. It has provided pre-employment screening services, including POST compliant background investigations. Public safety agencies include the Riverside County Sheriff's, Sacramento, Upland, and San Bernardino Police Departments, and Glendale and Visalia Fire Departments.

Palicon Group

Palicon Group (Palicon), located in Riverside, CA, has been in business since 2020. It provides personnel investigations, pre-employment screening, threat assessment, civil and criminal defense litigation support, and general investigation services, including POST compliant background investigation services for law enforcement, fire service, and other public safety agencies.

Public safety agencies for which Palicon has provided public safety pre-employment background investigation services include the California Highway Patrol, the Long Beach, Hemet, Burbank Airport, Gardena, Murrieta, and Tustin Police Departments, the Fresno and Redlands Fire Departments, and the Anaheim City Manager's Office.

ATTACHMENT A-2

PROCUREMENT SUMMARY
ON-CALL PSYCHOLOGICAL SERVICES BENCH FOR THE DEPARTMENT OF PUBLIC SAFETY BENCH / PS135777000 THROUGH PS135777004

1.	**Contract Number(s)**: PS135777000 through PS135777004	
2.	**Recommended Vendor(s)**: Integrated Psychological Assessment Services, Inc., Nancy K Bohl, Inc. dba The Counseling Team International, Psychological Consulting Associates Inc.; Robert D. Preijers Psy.D. Clinical and Forensic Psychology, Professional Corporation, and Susan Saxe-Clifford, PhD, a Professional Corporation	
3.	**Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: October 13, 2025	
	B. Advertised/Publicized: October 13, 2025	
	C. Pre-Proposal Conference: October 21, 2025	
	D. Proposals Due: November 13, 2025	
	E. Pre-Qualification Completed: January 28, 2026	
	F. Ethics Declaration Forms Submitted to Ethics: November 14, 2025	
	G. Protest Period End Date: February 24, 2026	
5.	**Solicitations Downloaded**: 17	**Bids/Proposals Received**: 6
6.	**Contract Administrator**: Nigel Jefferson	**Telephone Number**: (213) 922-3809
7.	**Project Manager**: Cathryn Banuelos	**Telephone Number**: (213) 922-7650

A. Procurement Background

This Board Action is to approve task order based on-call bench Contract Nos. PS135777000, PS135777001, PS135777002, PS135777003, and PS135777004 to support Metro's Department of Public Safety (DPS) with as-needed psychological services for sworn personnel, public safety dispatchers, and security personnel. Board approval of contract award is subject to the resolution of any properly submitted protest(s), if any.

On October 13, 2025, Request for Proposals (RFP) No. PS135777 was issued as a competitive procurement in accordance with Metro's Acquisition Policy, and the contract type is task order based, firm fixed unit rate. The Diversity and Economic Opportunity Department (DEOD) did not recommend a Small Business Enterprise (SBE) and Disabled Veteran Business Enterprise (DVBE) goal for this procurement due to the lack of subcontracting opportunities.

Work under each contract will be authorized through the issuance of separate firm fixed price task orders. Each future task order will contain a specific scope of services. Task orders will be issued based on factors such as the firm's availability, capacity, past performance, and geographic proximity.

One amendment was issued during the evaluation phase of this RFP:

- Amendment No. 1, issued on January 5, 2026, updated the insurance requirements to incorporate Automobile Liability, Professional Liability, and Cyber/Privacy and Network Liability coverages.

A total of 13 downloads were included in the planholders' list. A virtual pre-proposal conference was held on October 21, 2025, and was attended by four participants representing three firms. There were seven questions received, and responses were issued prior to the proposal due date.

A total of six proposals were received by the proposal due date of November 13, 2025, and are listed below in alphabetical order:

1. Integrated Psychological Assessment Services, Inc.
2. Nancy K. Bohl, Inc. dba The Counseling Team International
3. Psychological Consulting Associates Inc.
4. Robert D. Preijers Psy.D. Clinical and Forensic Psychology, Professional Corporation
5. Susan Saxe-Clifford, Ph.D., a Professional Corporation
6. Ubuntu Psychological Services, Inc.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's Department of Public Safety, Operations, and the Chief People Office was convened and conducted a comprehensive technical evaluation of the proposals received.

From December 1, 2025, through January 9, 2026, the PET independently evaluated the proposals based on the following evaluation criteria:

Phase I Evaluation – Minimum Qualification Requirements (Pass/Fail). To be responsive to the RFP minimum qualification requirements, proposers must meet all of the following:

- Proposer and all proposed psychologists must have an active and valid license issued by the California Board of Psychology at the time of proposal due date.
- Proposed psychologists must have at least the equivalent of five full-time years of experience in the diagnosis and treatment of emotional and mental disorders, including the equivalent of three full-time years accrued post-doctorate. The proposed psychologists must also meet any applicable education and training procedures set forth by the California Commission on Peace Officer Standards and Training (POST) designed for the conduct of pre-employment psychological screening of peace officers.

The PET determined that all six proposals met the minimum qualification requirements and continued with the weighted evaluation based on the following Phase II – Weighted Evaluation Criteria:

- Experience and Qualifications of the Firm 20%
- Experience, Qualifications and Availability of Key Personnel 20%
- Management Plan and Approach to the Work 40%
- Price 20%

Several factors were considered in developing these weights, giving the greatest importance to the Management Plan and Approach to the Work.

On January 9, 2026, the PET reconvened and determined that the following firms were within the competitive range:

1. Integrated Psychological Assessment Services, Inc.
2. Nancy K. Bohl, Inc. dba The Counseling Team International
3. Psychological Consulting Associates, Inc.
4. Robert D. Preijers Psy.D. Clinical and Forensic Psychology, Professional Corporation
5. Susan Saxe-Clifford, Ph.D., a Professional Corporation

The proposal submitted by Ubuntu Psychological Services, Inc. was found to be outside of the competitive range and was excluded from further consideration.

C. Price Analysis

Each proposer submitted fully burdened rates to perform as-needed psychological services. The negotiated rates have been determined to be fair and reasonable based on price analysis, technical analysis, fact-finding, and negotiations.

Work will be assigned through the issuance of separate task orders in accordance with the negotiated rates.

D. Background on Recommended Contractor(s)

Integrated Psychological Assessment Services, Inc.

Integrated Psychological Assessment Services, Inc. (IPAS), founded in 2020, is located in Gilroy, California. It is a mental health and forensic assessment firm specializing in pre-employment psychological evaluations, fitness-for-duty assessments, forensic psychological testing, and police and public safety psychology. The IPAS team includes evaluators who are licensed in California and trained in accordance with California Commission on POST, the International Association of Chiefs of Police (IACP), and American Psychological Association (APA) ethical standards. Collectively, the team has provided public safety and forensic evaluations, including contracts with the Department of Defense Naval Warfare Command, the Contra Costa County Superior Court, the City and County of San Francisco, and the U.S. Department of Veterans Affairs.

Nancy K. Bohl, Inc. dba The Counseling Team International

Nancy K. Bohl, Inc. dba The Counseling Team International (TCTI), headquartered in Irvine, California, has been providing employee support services to law enforcement, fire, emergency services, and governmental agencies nationwide since 1985. TCTI's clinical psychologists are POST compliant, and have conducted pre-employment psychological screenings. TCTI has contracts with large and small-scale first responders, public agencies including the Riverside and Rialto Police Departments and the San Diego, Riverside, and San Bernardino County Sheriff's Departments.

Psychological Consulting Associates, Inc.

Psychological Consulting Associates, Inc. (PCA), located in Los Angeles, California, was established in 1998. It specializes in providing psychological services and support for law enforcement, firefighters, emergency medical technicians, military personnel, and their families. The PCA team includes psychologists who specialize in police psychology and have completed POST and IACP compliant evaluations. Collectively, the PCA team has served police and public safety agencies in California, including the California Department of Corrections, the Los Angeles County Sheriff's, Long Beach Police Departments, and the County of San Bernardino.

Robert D. Preijers Psy.D. Clinical and Forensic Psychology, Professional Corporation

Robert D. Preijers Psy.D. Clinical and Forensic Psychology, Professional Corporation (Robert D. Preijers), is located in Trabuco Canyon, California. For over 12 years, the Robert D. Preijers team has conducted POST compliant pre-employment, fitness-for-duty, and specialized psychological assessments for public safety agencies, including the Pasadena Fire Department and the Tustin, Barstow, Fullerton, and Huntington Beach Police Departments.

Susan Saxe-Clifford, Ph.D., a Professional Corporation

Susan Saxe-Clifford, Ph.D., a Professional Corporation (Susan Saxe-Clifford), located in Encino, California, is staffed with psychologists who provide POST compliant pre-employment psychological screening for peace officers. Since its incorporation in 1986, Susan Saxe-Clifford has been providing pre-employment, psychological evaluations, and related services to public safety and transit agencies such as the County of Los Angeles Probation Department, the Los Angeles County Sheriff's Department, and the Burbank Airport.

ATTACHMENT A-3

PROCUREMENT SUMMARY
UNIFORMS, EQUIPMENT, AND ACCESSORIES
FOR THE DEPARTMENT OF PUBLIC SAFETY/DR138577000

1.	**Contract Number**: DR138577000	
2.	**Recommended Vendor**: Galls, LLC	
3.	**Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: N/A	
	B. Advertised/Publicized: N/A	
	C. Pre-Proposal Conference: N/A	
	D. Proposals Due: N/A	
	E. Pre-Qualification Completed: N/A	
	F. Conflict of Interest Form Submitted to Ethics: N/A	
	G. Protest Period End Date: N/A	
5.	**Solicitations Picked up/Downloaded**: N/A	**Proposals Received**: N/A
6.	**Contract Administrator**: Aielyn Dumaua	**Telephone Number**: (213) 922-7320
7.	**Project Manager**: Cathryn Banuelos	**Telephone Number**: (213) 922-7650

A. Procurement Background

This Board Action is to request authorization to utilize the competitively procured Sourcewell cooperative contracts with Galls, LLC (Galls) for Uniforms and Apparel (011124-GAL) and Body Armor and Related Accessories (091924-GAL) and approve the award of Contract No. DR138577000 to provide uniforms, equipment, and accessories for sworn and professional civilian employees of the Department of Public Safety.

Sourcewell is a State of Minnesota local government unit and service cooperative created under the laws of the State of Minnesota that offers cooperative procurement solutions to government entities. Participation is open to eligible federal, state/provincial, and municipal governmental entities, higher education institutions, K-12 education institutions, nonprofits, tribal governments, and other public entities located in the United States and Canada.

B. Evaluation of Proposal

Proposal evaluations were performed for each procurement in accordance with the technical requirements listed for the projects. Metro reviewed the available uniforms, equipment, and accessories on Sourcewell pricing schedules and determined that the list meets Metro's technical requirements.

C. Price Analysis

The Sourcewell contracts with Galls offer favorable pricing, with discounts of up to 50% off the Manufacturer's Suggested Retail Price (MSRP) and are determined to be fair and reasonable.

D. Background on Recommended Contractor

Galls, headquartered in Lexington, Kentucky, was established in 1967. It is a distributor of uniforms, equipment, and duty gear for public safety professionals in North America and operates a national distribution network, including a central hub in Lexington and over 80 retail/service centers across the United States.

From 1997 through 2022, Galls supplied uniforms, equipment, and accessories to Metro, and performance was satisfactory.

DEOD SUMMARY

ON-CALL PRE-EMPLOYMENT BACKGROUND INVESTIGATIONS SERVICES BENCH/ PS135956000 THROUGH PS135956005

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Small Business Enterprise (SBE)/Disabled Veteran Business Enterprise (DVBE) participation goal for this procurement due to the lack of subcontracting opportunities. Six (6) firms were selected as prime consultants, two of which are SBE certified: Eric Arroyo dba Arroyo Background Investigations, Inc., Kentech Consulting, Inc., Maerly LLC (SBE), North American Security & Investigations, Inc. (SBE), National Testing Network, Inc., and Palicon Group. Each firm is performing the services of this contract with its own workforce.

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of $2.5 million.

E. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does not apply to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least $50 million.

DEOD SUMMARY
ON-CALL PSYCHOLOGICAL SERVICES FOR THE DEPARTMENT OF PUBLIC SAFETY BENCH / PS135777000 THROUGH PS135777004

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Small Business Enterprise (SBE)/Disabled Veteran Business Enterprise (DVBE) participation goal for this procurement due to the lack of subcontracting opportunities. Five (5) firms were selected as prime consultants: Integrated Psychological Assessment Services, Inc.; Nancy K. Bohl, Inc. dba The Counseling Team International (TCTI); Psychological Consulting Associates, Inc.; Robert D. Preijers, Psy D. Clinical & Forensic Psychology, Professional Corporation; and Susan Saxe-Clifford, Ph.D, a Professional Corporation. Each firm is performing the services of this contract with its own workforce.

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of $2.5 million.

E. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does not apply to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least $50 million.

DEOD SUMMARY
UNIFORMS, EQUIPMENT, AND ACCESSORIES
FOR THE DEPARTMENT OF PUBLIC SAFETY/DR138577000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Small Business Enterprise (SBE)/Disabled Veteran Business Enterprise (DVBE) participation goal for this procurement due to the lack of subcontracting opportunities. The state of Minnesota Sourcewell competitive process was used to award this contract for the uniforms and accessories. Galls, LLC is expected to perform the services of this contract with its own workforce.

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of $2.5 million.

E. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does not apply to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least $50 million.

Department of Public Safety (DPS) Hiring Contracts for Sworn and Civilian Personnel

Operations, Safety, & Customer Experience Committee
February 19, 2026

Metro

Staff Recommendations

To support the hiring of DPS sworn personnel, dispatchers, and MTS officers, staff are recommending the following actions:

A. AWARD six task order based on-call bench Contracts for **pre-employment background investigations services** for a total Not-To-Exceed (NTE) amount of $2,318,122 for the initial three-year base term, plus $838,304 for the first, one-year option, and $871,837 for the second, one-year option for a total NTE cumulative amount of **$4,028,263**, effective March 1, 2026, subject to the resolution of any properly submitted protest(s), if any.

B. AWARD five task order based on-call bench Contracts for **psychological evaluation services** for a total NTE amount of $1,184,000 for the initial three-year base term, plus $438,000 for the first, one-year option and $438,000 for the second, one-year option for a total NTE cumulative amount of $**2,060,000**, effective March 1, 2026, subject to the resolution of any properly submitted protest(s), if any.

C. AWARD a firm fixed unit rate Contract No. DR138577000 to Galls, LLC to provide **uniforms, equipment, and accessories** for sworn officers and civilian personnel in the NTE amount of $3,519,787 for the initial two-year base term plus $2,148,033 for the first, one-year option, $2,470,818 for the second, one-year option and $2,763,634 for the third, one-year option for a total NTE amount of **$10,902,272**, effective March 1, 2026, utilizing Sourcewell cooperative purchasing Contract Nos. 011124-GAL and 091924-GAL.

Background and Issue

- DPS will be hiring approximately 600 sworn transit police officers and additional civilian personnel over the next five years to support the agency's new in-house police department.

- **As part of the hiring process, each candidate, whether a recruit or a lateral transfer, must complete a pre-employment background investigation and a psychological evaluation conducted by POST-qualified professionals.**

- Metro currently has contracts for pre-employment background investigation and psychological services for Transit Security Officers; however, these contracts are limited in scope, nearing expiration, and cannot support the scale of hiring required for the DPS.

Metro

Pre-Employment Contracts

Background Investigations

- POST requires that investigators complete POST-approved training and adhere to prescribed investigative standards.
- Since each investigation can take up to two months or longer to complete and involves significant detail, Metro must ensure it has the specialized resources needed to handle the anticipated workload and minimize the loss of qualified candidates to other agencies.
- Having a qualified bench of firms will ensure Metro can process the anticipated high volume of applicants in a timely manner, thereby enabling candidates to progress through the hiring process.

Psychological Evaluations

- POST maintains a roster of approved psychologists who adhere to strict qualifications and reporting requirements.
    - Maintaining multiple POST-approved contractors will ensure that Metro has the specialized resources to handle the anticipated workload and to complete evaluations within established hiring timelines.

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Uniforms and Equipment Contracts

- All recruits attending the police academy are required to wear a basic training uniform and then are issued a full uniform once training is complete. Lateral hires must be issued a full uniform and specialized equipment prior to assuming their official duties.
    - MTS officers require a training uniform as well and are issued one at the completion of training.
- A current uniform contract does not exist. Metro utilizes a voucher system, which is both insufficient for rapid onboarding and does not provide competitive pricing.
- Metro is leveraging competitively procured Sourcewell cooperative contracts with Galls, a uniform provider specializing in public safety and law enforcement solutions.
    - Galls is a uniform provider utilized by several Southern California law enforcement agencies, including LAPD, LASD, Long Beach, Orange County, and Riverside.
    - Utilizing Sourcewell's competitively procured contracts enables Metro to save **over six months in the procurement schedule,** while ensuring fair pricing and maintaining the ability to provide uniforms to sworn officers in accordance with Metro's hiring goals.

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Next Steps

- Upon Board approval, staff will execute the bench contracts for pre-employment background investigation services and psychological evaluation services, and contracts for uniforms, equipment, and accessories, effective March 1, 2026.

- Work will be assigned through the issuance of task orders based on factors such as the firm's availability, capacity, past performance, and geographic proximity to the candidate to ensure that all investigations and psychological evaluations are completed efficiently and in full compliance with POST standards.

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