



Monday, February 9th, 2026

The Honorable Fernando Dutra and LA Metro Board of Directors
One Gateway Plaza
Los Angeles, CA 90012-2952

South Bay Cities COG Transportation Committee & Board of Directors
357 Van Ness Way, Suite 90
Torrance, CA 90501

Response Letter to C/K Line Extension Hawthorne Decision

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 response to the January 22nd Metro Board decision to approve the Hawthorne Option and for the Metro C/K Line Extension to Torrance. We thank you for your work to expand rail transit access to the South Bay.

We reiterate the support we provided throughout the DEIR and FEIR process for the Project, right-of-way alternatives and the Hybrid LPA. While we are disappointed by the selection of the Hawthorne Option, we will remain engaged on next steps and will hold our elected officials accountable to this decision and to delivering on promises. We recently released an Open Letter to our community following the Metro Board vote which can be accessed on our website and blog:

<https://www.southbayforward.org/blog/statement-on-january-22nd-metro-board-vote>

We summarize our statement below:

South Bay Forward is a community-based organization (CBO) that has supported this project since our founding in 2023. As one of seven CBOs engaged in outreach, we provided extensive volunteer-led engagement across the South Bay, hosting dozens of information booths and six major community events reaching thousands of residents. Through the South Bay On Board Coalition, we united more than 15 grassroots, business, labor, and advocacy organizations representing over 35,000 members in support of effective transit and certification of the Final Environmental Impact Report (FEIR). Our Coalition represented over 35,000 individuals which included MoveLA (10,000), Streets For All (5,000), Abundant Housing LA (5,000), Indivisible South Bay LA (6,500), Torrance Chamber of Commerce (6,000), Transit Coalition (1,000), League of Women Voters (1,000), South Bay Bicycle Coalition (1,500), South Bay Forward (900), Downtown Torrance Association (61), and Torrance Dems (120). See [Support Letters](#).

At the January 22 Board meeting, more than one hundred South Bay residents spoke in favor of the right-of-way Hybrid LPA calling for no further delays. We were joined by our coalition of 15+ organizations, over 100 advocates and residents from across the South Bay, as well as representatives from the City of Torrance Assemblymember Al Muratsuchi, and Senator Ben Allen. There was clear support for this project and half the room stood in support of building rail on the existing Metro-owned right-of-way — demonstrating clear and long-standing support for a ready-to-deliver project grounded in decades of study and technical analysis.

Despite consistent and broad support from residents, transit advocates, businesses, and organizations in the South Bay the introduction of Motion 11.1 just six days before the vote altered the trajectory of the

project. The sudden shift away from the Hybrid LPA at the critical moment of FEIR certification weakens public trust in the process of planning major capital projects. It communicates disregard for Metro staff, planning professionals, engineers, and years of technical work and public engagement. It undercuts public investment and taxpayer resources. Hybrid LPA would have utilized the publicly owned rail corridor, avoided residential displacement, incorporated critical rail safety upgrades and mobility benefits, and advanced design and construction immediately after FEIR certification. Selection of the Hawthorne Option introduces new regulatory complexity with dozens of agencies (Caltrans, FHWA, SCE, LA County Public Works, and more), uncertainty in timeline and funding, acquisition of 13 major commercial properties, and potential delays that could push delivery back 5-10 years.

We recognize that the Metro Board has made its decision, and we remain committed to working constructively to ensure that rail becomes a reality. The common ground is clear: the South Bay wants rail. Our communities are discouraged by actions that risk prolonging timelines after decades of planning. To that end, we urge both the South Bay Cities COG and the Metro Board to focus on tangible progress:

First, move forward expeditiously on segments that are already feasible — especially portions of the project south of 190th Street within the Metro-owned right-of-way that are not subject to additional entitlements or complex external approvals. Advancing deliverable segments now will demonstrate momentum and restore confidence that this project will not remain in limbo.

Second, continue to provide clear timelines and transparency regarding regulatory approvals, interagency coordination, and milestones required for implementation. Communities and stakeholders deserve clarity on next steps following the Board's decision. Updated timelines and cost estimates are critical to understanding challenges and potential underestimations of the Hawthorne option.

Third, foster a collaborative spirit demonstrated by the broad coalition that has come together around this project. The overwhelming participation at the Board meeting and across prior outreach shows that grassroots residents, organizations, and regional leaders share a unified goal: bringing high-quality rail transit to the South Bay without further unnecessary delay. Stakeholder engagement must continue to ensure all perspectives are incorporated, especially all cities and advocates. It's clear that conversations were happening in siloes, and we ask for transparency and inclusion of all advocates and stakeholder cities moving forward.

While the vote did not align with the staff recommendation supported by our coalition, we remain committed to partnering and working with cities, agencies, and elected leaders to deliver a project that advances mobility, equity, safety, and climate goals for the region. We urge the COG and the Metro Board to work together with all cities and stakeholders in a transparent process to move this project forward so that rail to the South Bay can become a reality within our lifetimes.

Sincerely,

South Bay Forward Steering Committee

Allen Natian, **San Pedro**
Alex Fineman, **Redondo Beach**
Andrew Blackney, **Lawndale**
Brianna Egan, **Redondo Beach**
Courtney Alicia Miles, **Gardena**
Iris Polak, **Redondo Beach**
MC Guerry, **Hermosa Beach**
Sheana Ahlqvist, **Hawthorne**