Attachment A

South Bay Cities Council of Governments

Transportation Committee

December 8, 2025
Meeting Minutes
(Held at 357 Van Ness Way Suite 90, Torrance, CA 90501)

COMMITTEE CHAIR PIMENTEL CALLED THE MEETING TO ORDER AT 10:33 AM.

I. Welcome / Self-Introductions

In attendance were the following voting SBCCOG Board Members:
Christopher Pimentel (Chair, El Segundo)
Alex Monteiro (Hawthorne)
Ray Jackson (Hermosa Beach)
James Butts (Inglewood)
Anne Yoon (LA County SD2)
Bubba Fish (LA County SD4)
Bernadette Suarez (Lawndale)
Bill Uphoff (Lomita)
Nina Tarnay (Manhattan Beach)
Craig Quinn (Palos Verdes Estates)
Zein Obagi (Redondo Beach)
Britt Huff (Rolling Hills Estates)
Jon Kaji (Torrance)

Non-voting member:
Donald Szerlip (Metro South Bay Service Council)

Other elected officials in attendance:
Bridgett Lewis (Torrance)
Sharon Kalani (Torrance)
Asam Sheikh (Torrance)

Also in attendance:
Mike Bohlke (Metro Deputy to Mayor Butts)
Andy Sywak (Metro)
Sergio A. Carvajal (Caltrans)
Sona Juharyan (Caltrans)
David Mach (Torrance Transit)
Pat Furey (Public/Torrance)
Ray Hollar (Public)
Holly Osborne (Public)
Andrew Blackney (Public)
Robin Ramsey (Public)
Annette Owens (Public)
Iris Polak (South Bay Forward)
Kevin Mitchell (Public)
Janet Webb (Public)
Teri Neustaedter (Public)
MC Guerry (Public)
Paul Fox (Public)
Niki Negrete Mitchell (Public)
Deepti Kannapan (League of Women Voters)
Grace Peng (League of Women Voters)
Wendy Acevedo (Mundo Maya Foundation)
Allen Natian (Public)
Donna Duperron (Torrance Chamber of Commerce)
Eli Lipmen (Public)
Alex Fineman (Public)
Claire Williams (Public)
Colleen Villegas (Public)
Ann Gothoffer (Public)
Bart Reed (Public)
Zachary Wheeler (Public)
Sheila Price (Public)
Elias Sassoon (El Segundo)
Jesse Reyes (Redondo Beach)
Noel Casil (Rancho Palos Verdes)
Shin Furukawa (Torrance)
Michael Grossman (DR Consultants)
Valerie M (Public)
Majed Zeidan (Public)
Adam Schwartz (Public)
Paul Price (Public)
Daniel Lim (Torrance Transit)
Garth Meyer (Public)
Elizabeth Garcia (Public)
Madeline Armstrong (Public)
Lisa Lopez Trifiletti (Trifiletti Consulting)

Tyron Gunn (Beach Cities Transit)
Kirsten Graham (Rolling Hills Estates)
Jim Kennedy (Public)
Ryan Plumb (Torrance Transit)
Gene Kim (Public)
Kim Turner (Torrance Transit)
James Berger (Public)
Ronald Gutierrez (Public)
Barry Ogle (Public)
Minji Kwon (Metro)
Brett Slaughenhaupt (Public)
Aram Chaparyan (Torrance)
Paiwei Wei (Public)
Mitch Ponce (Public)
Tyler Bird (Public)
Eddie Alvarez (Public)
Jimmy Gon (Public)
G.P. Suddeth (Public)
Massima Daroui (Public)
Devon Hollowood (South Bay Forward)
Brianna Egan (South Bay Forward)
Alix Truman (South Bay Forward)
Christopher Truman (South Bay Forward)
David Leger (SBCCOG)
Jacki Bacharach (SBCCOG)
Jake Romoff (SBCCOG)
Anne Tsai (SBCCOG)
Aaron Ruiz (SBCCOG)

II. Public Comment

1. David Mach
2. Roland Gutierez
3. Claire Williams
4. Adam Schwartz
5. Deepti Kannapan
6. Sharon Kalani
7. Brett Slaughenhaupt
8. Asam Sheikh
9. Aram Chaparan
10. Paiwei Wen
11. Ray Hollar
12. Allen Natian
13. Kevin Mitchell
14. Niki Negrete Mitchell
15. MC Guerry
16. Paul Fox
17. Holly Osborne
18. Donna Duperron
19. Chris Truman
20. Alix Truman
21. Brianna Egan
22. Devon Hollowood
23. Annette Owens
24. Andrew Blackney
25. Mitch Ponce
26. Tyler Bird
27. Pat Furey
28. Eddie Alvarez
29. Teri Neustaedter
30. Jimmy Gon
31. Grace Peng
32. G.P. Suddeth
33. Massima Daroui
34. Bridgett Lewis
35. Kim Turner

made public comments concerning the C Line Extension to Torrance, which are available here: https://www.youtube.com/watch?v=SiZmSDSIcOo&t=173s

III. Consent Calendar

A. November 3, 2025 Transportation Committee Minutes (Attachment A)
B. Transportation Report covering November 2025 (Attachment B)

MOTION by Committee Member Butts, seconded by Committee Member Jackson, to **APPROVE** the consent calendar. Suarez abstained. Approved without objections.

IV. C Line Extension to Torrance FEIR

The C Line Extension to Torrance Project would take the C Line (transitioning into the K line) from the existing Redondo Beach (Marine) Station to the Mary K. Giordano Regional Transit Center (Torrance Transit Center) for approximately 4.5 miles and provide two new rail stations. The Metro Board selected the 170th/182nd Grade-Separated Light Rail Transit Alternative (Hybrid Alternative) as the Locally Preferred Alternative (LPA), and in September 2025, Metro published the FEIR. This is intended to address over 2,000 comments received during the DEIR public comment period, incorporates revisions and clarifications as needed, and updates cost estimates. The Metro Board is expected to take action on the FEIR in early 2026.

Committee Member Butts qualified that he cannot take a position as a member of the Metro Board but strongly supports the expansion of transit while emphasizing responsibility, collaboration, and addressing the concerns raised by South Bay cities. He argued that Metro should provide supplemental written responses to environmental concerns raised by cities and residents that are backed by substantial quantitative and qualitative evidence to achieve consensus and maximum benefit for all. Committee Member Butts plans to ask the Metro Board what specific measures have been proposed to mitigate environmental risks, particularly air quality and noise pollution, and ask Metro to address questions surrounding the legal adequacy of the EIR raised by the City of Redondo Beach. In addition, the project must be examined in the context of its $1.4 billion funding gap and general fiscal cliff facing the Metro Board in the near term.

Committee Member Obagi emphasized the impacts of the project on residents living along the right-of-way (ROW). If the Metro Board approves the locally preferred alternative (LPA), Redondo Beach will enter a lawsuit concerning the disturbance of contaminated soils during construction that have not been adequately addressed by Metro in the EIR. Committee Member Obagi also mentioned the loss of green space and relocation of jet fuel and oil pipelines as reasons to reject the LPA and support the Hawthorne Blvd alignment. The City of Redondo Beach's official position is that the certification of the FEIR should be contingent on the selection of the Hawthorne Blvd alignment.

Committee Member Suarez stated that she maintains her position not to support the C Line Extension project without knowing the route alignment. She does not support approval of the FEIR due to warranted and unaddressed environmental concerns in the FEIR, which can seriously affect the health of the residents living along the ROW.

Committee Member Kaji reiterated that the Torrance City Council voted to support the ROW alignment in 2024. However, he had personally voted no based on a precedent set by the Little Tokyo District, which successfully advocated for an underground line for the Regional Connector Transit Project. Committee Member Kaji expressed that the best long-term alternative is a fully underground alternative, arguing that the South Bay needs public transit but that the cheapest option is not always the best option.

Mr. Szerlip expressed that the financial concerns of the Metro Board are not the concerns of the SBCCOG; rather, the responsibility of the SBCCOG is to determine how to best serve the South Bay. Mr. Szerlip observed that the Hawthorne alignment defeats the goal of building a simple and connected system because Redondo Beach has already invested $20 million in a transit center in line with the ROW. Mr. Szerlip also observed that if the South Bay retracts support for the project, over thirty years of planning efforts will be abandoned, and the subregion will never receive this opportunity again. He believes that Metro can meet the challenges associated with the project and encouraged SBCCOG to unequivocally support the project.

Committee Member Jackson thanked the public for expressing their comments and asked the Committee Chair to reiterate the SBCCOG Board's options. Committee Chair Pimentel stated that the project is under discussion today to provide an opinion prior to Metro Board certification of the FEIR, which will occur in January 2026 at the earliest. The SBCCOG has previously supported the project but stayed alignment neutral due to differences in opinions between cities but has the option to select an alignment or advance a different position.

Committee Member Obagi responded to Mr. Szerlip's comments, stating that the city has appropriated funds for litigation if necessary and that the Redondo Beach Marine Station has a park and ride option. A Hawthorne Blvd alignment would serve people who do not own private transportation and require first-last mile connections. Committee Member Obagi recognized that Metro does not currently have sufficient funding for either alignment but recommended that Metro select Hawthorne Blvd. at this point in time while implementing temporary non-rail mobility improvements in the near term.

Committee Member Butts affirmed that the Metro Board will vote on the FEIR in January 2026.

Committee Member Tarnay expressed that she is a big advocate for mass transit but highlighted fiscal concerns about the project's viability while acknowledging environmental and health concerns raised by Lawndale and Redondo Beach residents. Committee Member Tarnay stated that she would personally like more information before advancing a position.

Committee Member Fish thanked the members of the public for attending to make comment and emphasized that Supervisor Hahn has staunchly supported the C Line Extension project for decades. The project is well-supported by residents, over halfway funded, and the $900 million funding gap is the smallest of all Metro rail projects. Committee Member Fish expressed that cost overruns are not a strong enough justification to delay the project further and that the SBCCOG has already taken a supportive position on the project.

Committee Member Jackson introduced the concept of a Climate Resiliency District (CRD) to explore alternative transit funding options. Ms. Bacharach shared that Metro staff have supported the establishment of CRDs through an open contract with a firm that studies CRDs. It is important to express to Committee Member Butts and the Metro Board that transit funding reserved for the South Bay subregion remains in the South Bay. A potential action for the Transportation Committee could be to request that Metro study the viability of a CRD to finance not only the C Line Extension project, but also for other transit improvements in the South Bay. The cost to study a CRD would be around $15,000.

Committee Member Uphoff summarized that South Bay communities desire for transit improvements and that rail options have been studied for many decades. He expressed that the South Bay should not abandon the project but remain supportive of the best transit options in the subregion that will address residents' concerns, thus maintaining the SBCCOG's position to support the project but remain alignment neutral.

MOTION by Committee Member Uphoff, seconded by Committee Member Monteiro, to maintain the SBCCOG's position to support the C Line Extension project but remain alignment neutral. Committee Members Monteiro and Uphoff expressed that they did not want to delay the project any further.

SUBSTITUTE MOTION by Committee Member Jackson, seconded by Committee Member Tarnay, to maintain the SBCCOG's position to support the C Line Extension project but remain alignment neutral and request that Metro explore a CRD.

Committee Member Obagi noted that if the SBCCOG maintains its original position, Metro will move forward with the LPA, which will trigger two independent lawsuits by Lawndale and Redondo Beach and inevitably delay the project. Committee Member Quinn asked if there are any legal challenges surrounding the Hawthorne alignment. Committee Member Obagi confirmed that he is not aware of any legal challenges. Ms. Bacharach noted that selection of the Hawthorne alignment would require a NEPA evaluation. Committee Member Obagi added that the City of Lawndale contends that the LPA would require a NEPA evaluation anyway. Committee Member Monteiro felt that if the project will involve litigation, then the SBCCOG should stay neutral.

SUBSTITUTE TO THE SUBSTITUTE MOTION by Committee Member Obagi, seconded by Committee Member Suarez, to support the Hawthorne alignment and request that Metro explore a CRD. A roll call vote was taken:
Ayes: Suarez (Lawndale), Obagi (Redondo Beach)
Noes: Pimentel (El Segundo), Uphoff (Lomita), Jackson (Hermosa Beach), Tarnay (Manhattan Beach), Huff (Rolling Hills Estates), Kaji (Torrance)
Abstains: Monteiro (Hawthorne), Quinn (Palos Verdes Estates), Yoon (LA County District 2), Fish (LA County District 4)
SUBSTITUTE TO THE SUBSTITUTE MOTION did not pass.

Committee Member Uphoff asked if there is timing associated with the CRD. Mr. Leger clarified that the CRD is not associated with the schedule of the C Line Extension. The request to explore a CRD would be made to the Metro Board in January 2026.

A VOTE ON THE SUBSTITUTE MOTION WAS TAKEN.

SUBSTITUTE MOTION by Committee Member Jackson, seconded by Committee Member Tarnay, to maintain the SBCCOG's position to support the C Line Extension project but remain alignment neutral and request that Metro explore a CRD. A roll call vote was taken:
Ayes: Monteiro (Hawthorne), Jackson (Hermosa Beach), Tarnay (Manhattan Beach), Quinn (Palos Verdes Estates), Huff (Rolling Hills Estates), Kaji (Torrance)
Noes: Suarez (Lawndale)
Abstains: Uphoff (Lomita), Yoon (LA County District 2), Fish (LA County District 4), Obagi (Redondo Beach)
MOTION passes.

Other agenda items were postponed.

V. Three Month Look-Ahead

VI. Announcements

VII. Adjournment: Committee Member Uphoff adjourned the meeting at 12:03 p.m. to January 12 at 10:30 a.m.

Prepared by Aaron Ruiz, CivicSpark Fellow and Anne Tsai, Transportation Project Coordinator