

PUBLIC COMMENT #2
UNDER: ORAL COMMUNICATION

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CITY CLERK'S OFFICE

Katherine Rhee

From: Brandon Smith <thatbrandonsmith@gmail.com>
Sent: Tuesday, May 14, 2024 9:06 PM
To: Public Comment
Subject: Late public comment: May 14 council meeting

Caution! This message was sent from outside your organization.

Honorable Mayor and members of the City Council,

Unfortunately I had to leave the May 14 Council Meeting before public comment could begin: my intended statement is below:

My name is Brandon Smith, Gardena resident, member of South Bay Forward, and user of GTrans and LA Metro here to respectfully request Gardena, the City Council or any individual members provide a statement in support of a right-of-way alignment for the LA Metro C Line Extension to Torrance, either written in advance or given in person at the Metro meeting at Metro headquarters on May 23 at 10:00 am.

Although Gardena of course doesn't have a stop on the C line, GTrans Line 1X and Line 2 offer direct connections between the city and Vermont/Athens Station. This extension will also result in a total of four Metro Rail stations connected with GTrans. So we in Gardena have a deep, vested interest in increasing the overall connectivity of the system with the rest of the South Bay.

Torrance City Council has itself come out in favor of the right-of-way option, and Lomita has given its support for the most cost-effective option, which is to say the right-of-way alignment as well. The South Bay COG meanwhile also supports the extension while remaining neutral on the route alignment (and thank you again Councilmember Tanaka for your service on the COG). 67% of Lawndale, Redondo Beach and Torrance residents also poll in favor of the project, with 24% more offering no opinion at the time of polling.

South Bay Forward, along with Metro Staff, are urging the support of the Hybrid Option specifically, which will maintain relative affordability and access to land Metro already controls, while eliminating further potential barriers with state agencies that would impact and potentially delay other alignments. The Hybrid Option also addresses traffic and first responders' concerns about at-grade train crossings by instead using under-crossings for the train at major intersections.

As a city of the South Bay, either Gardena's official position, or our elected officials' voices, are critical for Metro to hear as it weighs the options before it for this extension. With the meeting being on May 23 less than two weeks away, I understand it may be too late for the gears of government to craft and send a letter of support; if this is the case,

even your individual voices as long-time residents of the South Bay would go far in supporting Metro to move forward with the Hybrid Option.

The Hybrid Option represents the lowest risk and maximum return on the monetary and time investments of all the options before the Metro Board. I look forward to your support, and please don't hesitate to reach out for any more information or resources!

Respectfully,
Brandon Smith