

Next stop: more rail in the South Bay.

C LINE (GREEN) EXTENSION TO TORRANCE



CONSTRUCTION COST ESTIMATE
SUMMARY, SEPTEMBER 2025

metro.net/clineext

Construction Cost Estimates Refinement

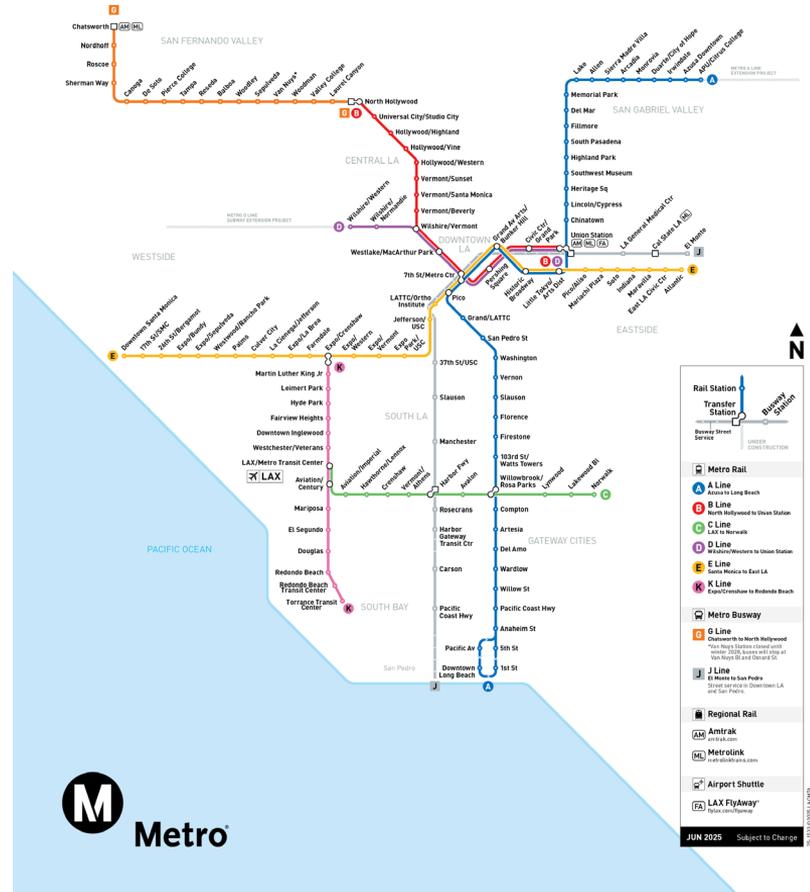
Construction Cost Estimate
Summary September 2025

Overview

Metro is leading the environmental review process for the C Line Extension to Torrance and released the Draft EIR for public comment in January 2023. Based on recent changes to Metro operations, the Project would operate as part of the K Line.

In May 2024, the Metro Board selected the Hybrid Alternative as the Locally Preferred Alternative (LPA) for the Project and directed staff to refine construction cost estimates.

This document summarizes updates to construction cost estimates for all rail alignments studied in the EIR and reflects changes from 2022 estimates (Draft EIR) to 2025 estimates (Final EIR).

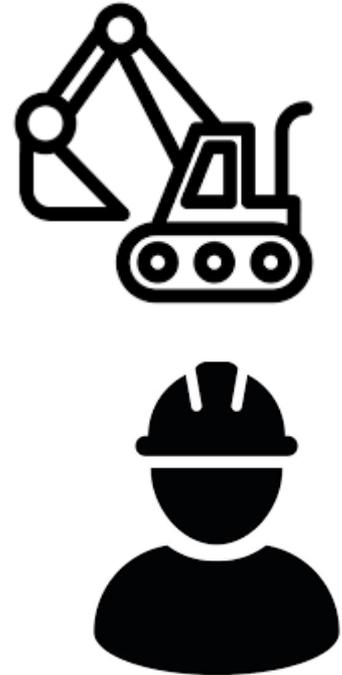


Initial Cost Estimating Process (2022 for Draft EIR)

Metro's cost estimating process follows guidance from the Federal Transit Administration (FTA) and includes three key components:

- **Baseline construction costs** including materials, labor, equipment, professional services
- **Escalation** based on preliminary construction schedules to determine midpoint of construction to inform duration of escalation (which varies by alignment), using 3.5% average annually
- **Contingency** to accommodate known and unknown risks based on the current level of design (~40% based on early stage of design, known as advanced conceptual engineering at 15% design)

Given early stages of design, the cost estimates assigned an accuracy range with an upper limit of 30% based on industry best practices.



The refined cost estimates address:

- **Updates to baseline construction costs** for minor design refinements discussed in the Final EIR, based on additional studies and stakeholder coordination.
- **Actual Inflation Rates** between 2022 and 2025 to account for increased cost of construction materials, labor, and professional services.
- **Updated Escalation** (3.5% average annual after 2025) to the midpoint of construction, based on an updated preliminary construction schedule.
- **Updated Contingency** to address higher base construction costs (~40% based on an early stage of design at 15% Advanced Conceptual Engineering).



Preliminary Construction Schedules

The preliminary construction schedules for all rail alignments studied in the EIR were updated to include an additional 15 months to complete the CEQA process.

	2023	2024	2025	2026	2027	2028	2029	Measure M (2030-2033)				2034	2035	2036	2037	
Elevated/ At-Grade Alignment	CEQA			Design/ RE / Contract Award		BNSF & Utility Relocation		Construction				Dec 2034				
Trench Option	CEQA			Design/ RE / Contract Award		BNSF & Utility Relocation		Construction							March 2037	
Hawthorne Option	CEQA			Caltrans PA&ED		Design/ RE / Contract Award		BNSF & Utility Relocation		Construction				Dec 2036		
Locally Preferred Alternative	CEQA			Design/ RE / Contract Award		BNSF & Utility Relocation		Construction				March 2036				

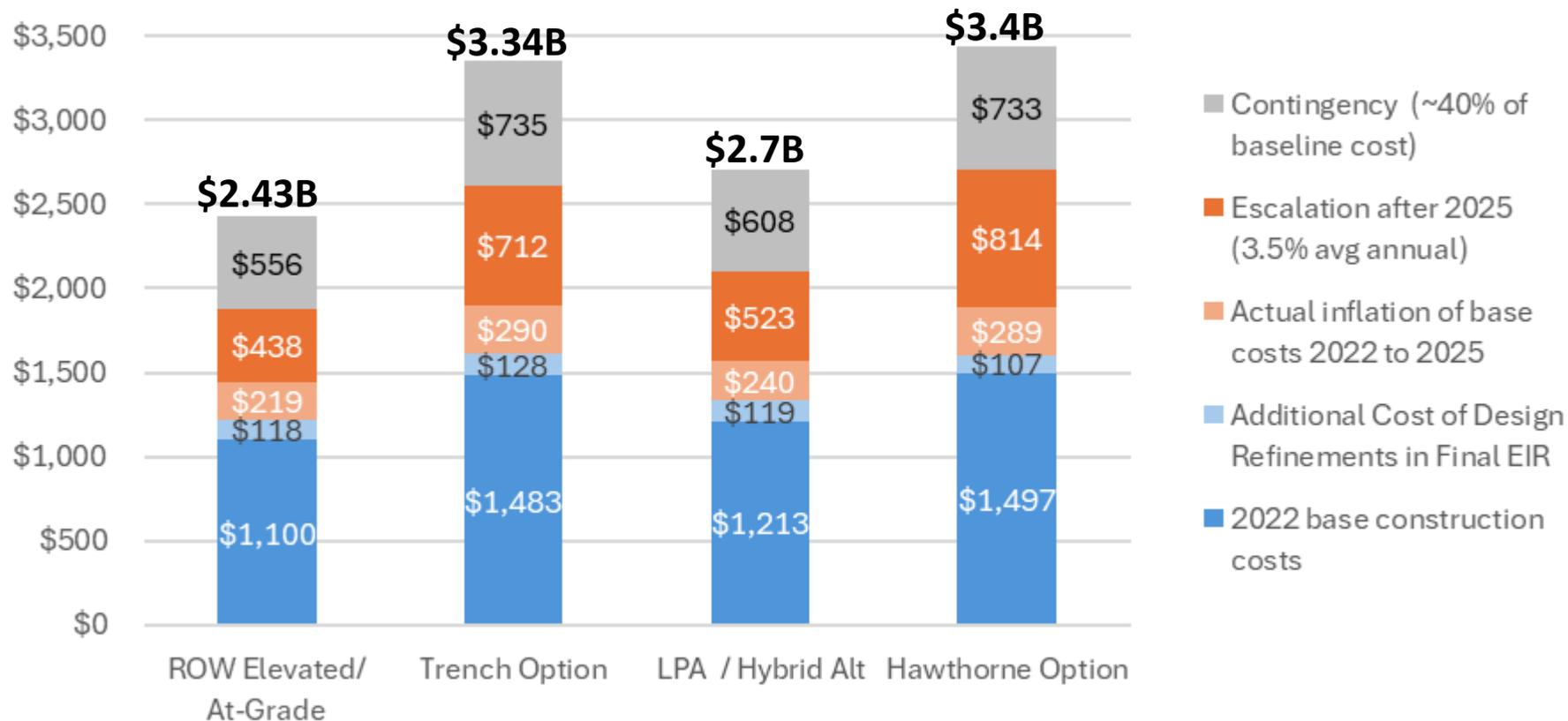
Schedule updated to include additional time (~15 months) to complete CEQA process.

The construction schedule would be further developed pending certification of the Final EIR and Board approval of the Project, to address advanced design, construction delivery method, and funding.



Construction Cost Estimate, 2025

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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

The Project has secured funding from:

- Measure R (2008)
- Measure M (2016)
- Grant from the California State Transportation Agency (CalSTA) Transit and Intercity Rail Capital Program (TIRCP)
- Senate Bill (SB) 1 Local Partnership Program
- 3% match contributions from local jurisdictions

Unsecured Funds could include state and local funds.

Staff will share an updated funding plan with the Metro Board this fall. Should the Metro Board certify the Final EIR and approve the Project, Metro would advance design to 30% preliminary engineering and return to the Metro Board with a detailed cost estimate, which may include changes to assumptions on escalation and contingency.



Links

Project: metro.net/clinext

Measure R: metro.net/about/measure-r/

Measure M: metro.net/about/measure-m/