

Next stop: more rail in the South Bay.

C LINE (GREEN) EXTENSION TO TORRANCE



COST ESTIMATES SUMMARY
January 2023

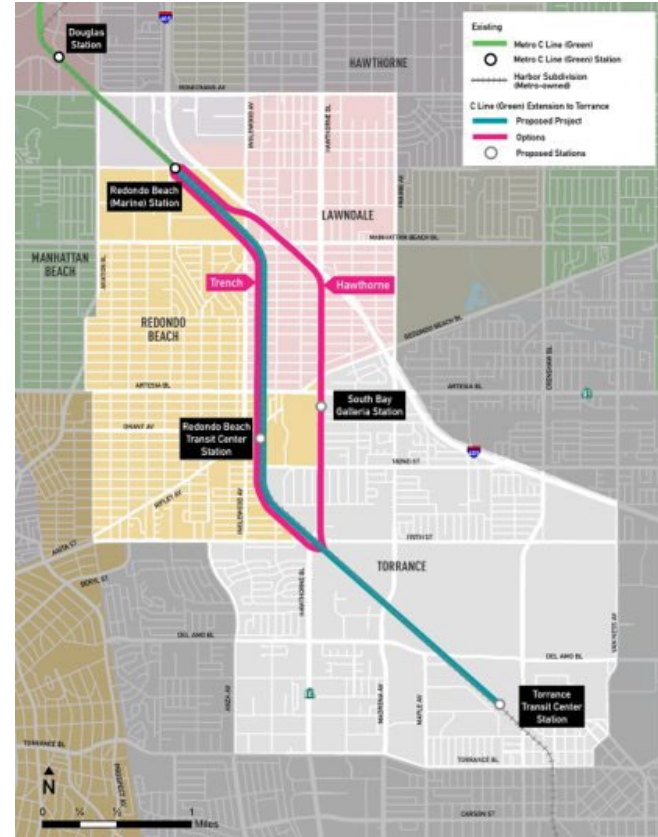
metro.net/projects/green-line-extension

C Line Extension to Torrance Project

Metro has prepared **preliminary cost estimates** for the three alignments evaluated in the Draft Environmental Impact Report (EIR).

1. **Metro ROW Elevated/Street-Level (Proposed Project*)**: Follows the Metro ROW for the 4.5-mile length of the Project, with an elevated segment, followed by an at-grade segment.
2. **Trench Option**: Follows the Metro ROW, with below-grade trench segments between Inglewood Ave and 182nd Street.
3. **Hawthorne Option**: Leaves the Metro ROW to travel along I-405, then travels within median of Hawthorne Blvd between 162nd and 190th Street. Entire alignment is elevated. South of 190th Street, returns to Metro ROW to continue south to Torrance.

**For the purposes of CEQA, Metro must define one of the three alignments as the Proposed Project in the Draft EIR. This term does not convey any preference or recommendation. Metro staff will prepare a recommendation in late Spring 2023 for the Metro Board to consider when selecting a Locally Preferred Alternative (LPA) based on project findings.*



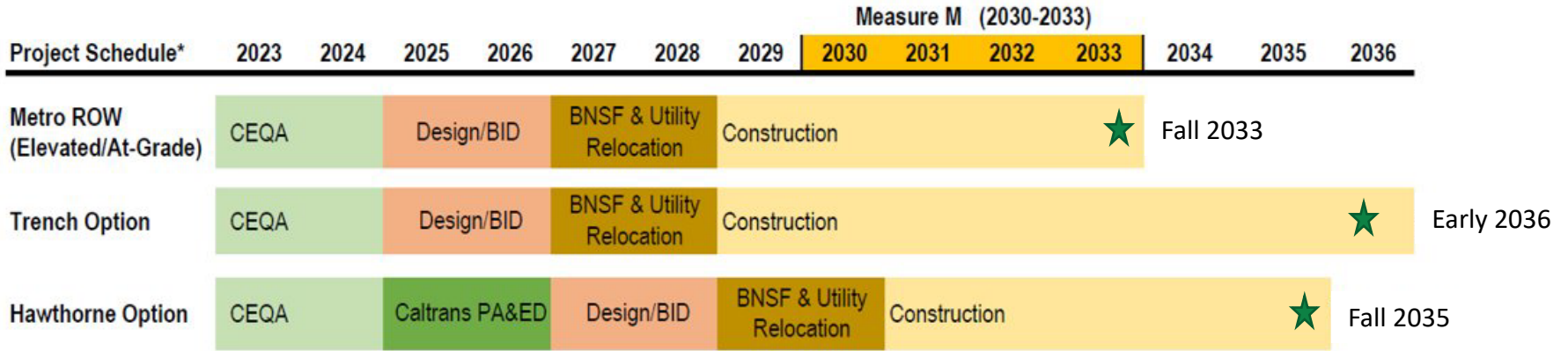
Project Cost Estimating Process

Metro cost estimating process follows Federal Transit Administration (FTA) Guidance:

- Cost estimating process is based on level of design, which is 15% (advanced conceptual engineering) for the Draft EIR.
- Cost estimate includes three key components:
 - Current **construction costs** (2023) including materials, labor, equipment, professional services
 - 3.5% annual **escalation** to the midpoint for construction
 - **Contingency** to accommodate unknowns (e.g. real estate acquisitions) based on current level of design
- Cost estimates are assigned an **accuracy range** based on estimate methodology. As design advances, cost estimates will be updated.



Preliminary Construction Schedule

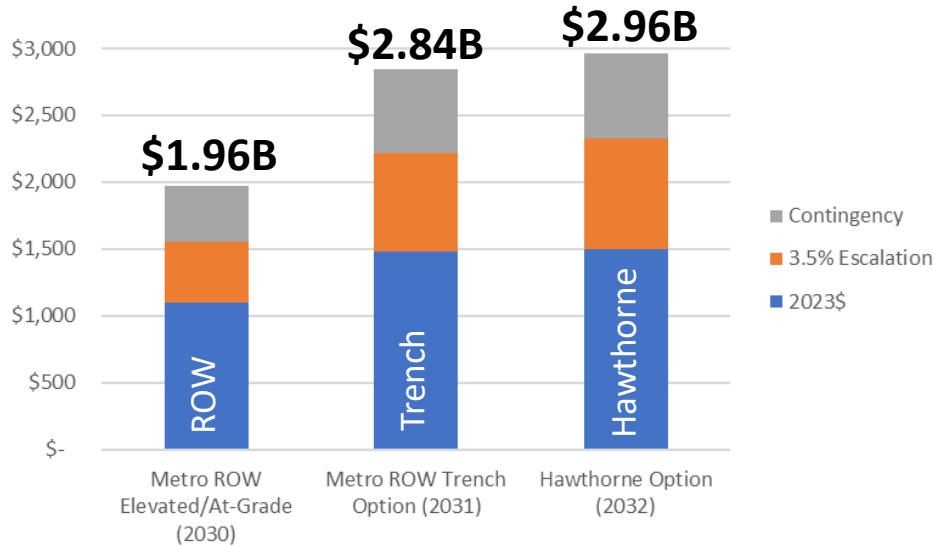


* Includes FTA Guidance for 25% construction contingency between start of final design and operations.
 ★ Star indicates start of Project operations/revenue service.

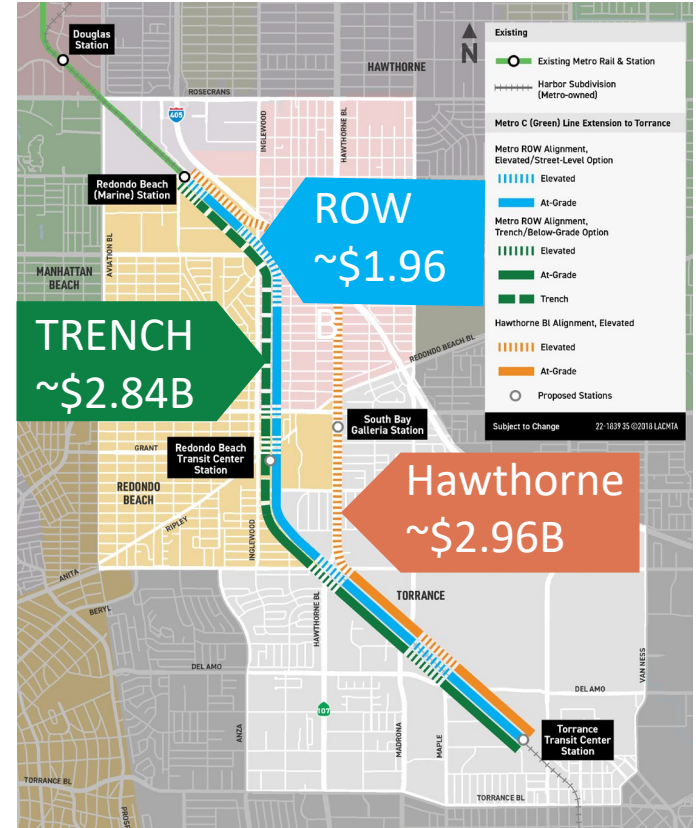
- Current construction schedule is unconstrained by funding.
- A funding plan and updated construction schedule will be prepared after the Metro Board selects a Locally Preferred Alternative to advance into final design and construction.



Cost Estimates



- Estimates are based on **midpoint for construction**, which varies:
 - 2030 – Metro ROW Elevated/At-Grade (Proposed Project)
 - 2031 – Trench Option
 - 2032 – Hawthorne Option
- Midpoint for construction includes BNSF & Utility Relocation.
- Accuracy range is the same of all alignments.



Project Funds for C Line Extension to Torrance

The C Line Extension to Torrance Project has **secured funding** from:

- Measure R (2008)
- Measure M (2018)
- TIRCP Grant from the California State Transportation Agency (CalSTA) Transit and Intercity Rail Capital Program
- 3% match contributions from local jurisdictions

Unsecured Funds could include state and local funds.

A Project funding plan and schedule will be prepared after the Metro Board selects a Locally Preferred Alignment in late Spring 2023.



Links

Project: metro.net/projects/green-line-extension

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

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

