

South Bay Cities Council of Governments

Transportation Committee Meeting

Monday, October 13, 2025 @ 10:30 a.m.

**In Person at 357 Van Ness Way, #90, Torrance, CA 90501 &
Virtually via Zoom**

SBCCOG Board Members: pursuant to the end of the State's COVID-19 emergency declaration, your attendance is required to be in-person or follow the provisions of AB 2449 available [here](#).

ACCESSING THE MEETING:

For the public and guests, to receive Zoom meeting credentials in advance of the meeting, register by using the following link: <https://us06web.zoom.us/meeting/register/tZYpdOyvqzstHdxcNhUBqDIFEZxtJ-UBdOcl>

OR to access the Zoom meeting, visit <https://zoom.us/join> or call (346) 248-7799 and use Meeting ID: 824 3575 0778; Passcode: 722264

PUBLIC COMMENTS:

The Public Comment portion of the meeting is the Public's opportunity to provide comments on non-agenda items within the jurisdiction of the SBCCOG/cities and each speaker is limited to three (3) minutes. Comments on agenda items may be made following the staff report on the item and each speaker is limited to three (3) minutes per item. Time allotments may be reduced due to time constraints at the discretion of the Chair. When called on, please state: Your name and residence and the organization you represent, if appropriate. To address the SBCCOG Transportation Committee on any item or a matter within the Transportation Committee's purview in writing, please provide written comments by 9 a.m. on the day of the meeting via email to davidl@southbaycities.org. All written comments submitted will become part of the official record.

AGENDA

- 10:30 a.m. Welcome / Self-Introductions**
- 10:31 a.m. Confirm Posting of the Agenda**
- 10:32 a.m. Public Comment**
- 10:35 a.m. Consent Calendar**
 - a. September 8, 2025 Transportation Committee Minutes (Attachment A) – Approve**
 - b. Transportation Report covering September 2025 (Attachment B) – Receive and File**
- 10:37 a.m. SBCCOG Transportation Working Group Updates**
 - a. Infrastructure Working Group – Chair Eric Zandvliet, Manhattan Beach**
 - b. Transit Operators Working Group – Chair Dana Pynn, GTrans**
 - c. Metro Service Council – Chair Don Szerlip, Metro South Bay Service Council**
- 10:45 a.m. Caltrans District 7 – Agency Updates – Sergio Carvajal, Caltrans**
- 10:50 a.m. C Line Extension to Torrance Construction Cost Estimate Summary (Attachment C) – information item only**
- 10:55 a.m. Presentation: Update on SCAG's Regional Mobility Hub Strategy – Sirinya Matute, Senior Regional Planner**
- 11:30 a.m. REAP 2.0 Mobility Hubs Project Overview – Jake Romoff, SBCCOG**
- 11:35 a.m. Three Month Look Ahead (Attachment D) – Receive and File**
- 11:40 a.m. Announcements**
- 11:45 a.m. Adjournment**

Next Transportation Committee meeting – Monday, November 3, 2025, 10:30 a.m.

To propose an item for the agenda, e-mail to: DavidL@southbaycities.org

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South Bay Cities Council of Governments

Transportation Committee

September 8, 2025

Meeting Minutes

(Held at 357 Van Ness Way Suite 90, Torrance, CA 90501)

COMMITTEE MEMBER TANAKA CALLED THE MEETING TO ORDER AT 10:36 AM.

I. Welcome / Self-Introductions

In attendance were the following voting SBCCOG Board Members:

Cedric Hicks (Carson)
Rodney Tanaka (Gardena)
Ray Jackson (Hermosa Beach)
Anne Yoon (LA County SD2)
Bubba Fish (LA County SD4)
Bill Uphoff (Lomita)
Zein Obagi (Redondo Beach)
Britt Huff (Rolling Hills Estates)

Non-voting members:

Don Szerlip (Metro South Bay Service Council)

Also in attendance:

Mike Bohlke (Metro Deputy to Mayor Butts)
Cristina Ungureanu (Metro)
Georgia Sheridan (Metro)
David Mieger (Metro)
Ray Sosa (Metro)
Mark Dierking (Metro)
Andy Sywak (Metro)
Elias Sassoon (El Segundo)
Brandon Araujo (Hermosa Beach)

Andy Sywak (Metro)
Michael Grossman (DR Consultants & Designers)
David Leger (SBCCOG)
Jacki Bacharach (SBCCOG)
Jake Romoff (SBCCOG)
Anne Tsai (SBCCOG)
Rod Kuhns (Public)
Grace Peng (Public)

II. Public Comment

No public comment.

III. Consent Calendar

- A. July 14, 2025 Transportation Committee Minutes (Attachment A)
- B. Transportation Report covering August 2025 (Attachment B)

MOTION by Committee Member Tanaka, seconded by Committee Member Uphoff, to **APPROVE** the consent calendar. Approved without objections.

IV. SBCCOG Transportation Working Group Updates

- A. **Infrastructure Working Group Update** – The IWG was dark in July.
- B. **Transit Operators Working Group Update** – The TOWG went dark in July.
- C. **Metro Service Council** – Mr. Szerlip announced that the A Line Extension from Glendora to Pomona will open on September 19.

V. Caltrans District 7 South Bay Projects Update – No Caltrans representative was present. The September quarterly report is available [here](#).

VI. I-405 Wilmington Ave to Main St Improvements Project

Mr. Machuca provided an update on the I-405 Wilmington Ave to Main Street Improvements Project, a project

intended to address operational and weaving deficiencies between interchanges on a stretch of the I-405. Three alternatives are being considered as part of the proposed project: no build, auxiliary lanes with complete streets elements, and TSM and TDM strategies with complete streets elements. The SBCCOG has currently programmed approximately \$10 million to help fund the environmental and design phases of the project. Metro anticipates a draft EIR to be ready by the summer of 2026. A full presentation is available here: <https://cdn.southbaycities.org/wp-content/uploads/2025/09/09130621/SBCCOG-Transportation-Committee-405-Wilmington-Project-Briefing-Sept-2025.pdf>

Ms. Bacharach explained to the group that the project has reached the same inflection point as the I-405 Artesia to I-105 auxiliary lane project, for which the SBCCOG Board voted to not assume fiscal responsibility for the project earlier this year. Ms. Bacharach expressed that the SBCCOG has a role in funding early phases of large freeway projects to well-position them for outside funding but felt that projects of statewide significance should also seek funding sources outside of the subregion. When the SBCCOG Board first programmed funding toward the I-405 auxiliary lane projects, the SBCCOG was informed that Metro would identify other funding sources for construction.

Committee Member Huff asked how much of the funding provided by the subregion has been already spent. Mr. Machuca reported that \$4.8 million has been reserved for the EIR, of which approximately 60% has been spent.

Committee Member Tanaka asked how long the SBCCOG would be liable for the project if work on the EIR continues. Ms. Bacharach explained that the project will sit once the EIR and design phase is completed.

Ms. Bacharach presented two major decisions before the Committee: should the SBCCOG signal Metro staff to proceed to complete the EIR? Should the SBCCOG serve as the responsible fiscal sponsor for the project?

Mr. Machuca mentioned that finishing the EIR would allow Metro an opportunity to assess outside funding sources and identify next steps, thus developing a more holistic project.

Mr. Szerlip asked about the chances that the project would secure sufficient funding to complete construction if the EIR is completed. Mr. Machuca responded that the Metro team is actively working to poise the project for grant funding, including the Trade Corridor Enhancement Program state grant.

Committee Member Jackson asked why the SBCCOG has contributed funding to the project despite not owning the right-of-way or managing the project. Mr. Leger explained that in early 2020, the SBCCOG Board adopted a position to fund the design phases of highway projects to position them for outside funding but that Metro has historically managed projects for Caltrans. The South Bay's previous Metro program manager had distinctly separated the role of Metro and the subregion; Metro handled affairs involving Caltrans, while the SBCCOG handled its own cities. Until Mr. Machuca became the new South Bay program manager, the SBCCOG was not aware that it would be asked to assume fiscal responsibility for the I-405 auxiliary lane projects.

Ms. Bacharach added that without completing the EIR, Metro staff will not pursue outside construction funding.

Mr. Leger noted that the SBCCOG can choose to establish a mechanism to bring the EIR to the Board once completed, then decide whether to fund the design phase.

MOTION by Committee Member Jackson, seconded by Obagi, to recommend that the SBCCOG not move forward with any dollars for any costs associated with the I-405 Wilmington project and to stop all spending on project. Opposed by Committee Member Uphoff. Motion passed.

Committee Member Yoon expressed interest in further information from SBCCOG and Metro staff to gain a fuller understanding of the project and tradeoffs between pausing and moving forward with the project before making a

final decision. SBCCOG staff agreed to provide a memo along with the Transportation Committee recommendation in the September Board agenda packet.

MOTION by Committee Member Uphoff, seconded by Committee Member Obagi, that the SBCCOG not assume fiscal responsibility for any I-405 projects. Approved without objections.

VII. K Line (Formerly C Line) Extension to Torrance FEIR

Mr. Mieger introduced the C Line Extension to Torrance project, which will extend Metro light rail service from the Redondo Beach Marine Station to Torrance, providing South Bay residents with a one-seat ride to the LAX/Metro Transit Center. The Final Environmental Impact Report (FEIR) is anticipated to be released as early as this week on a new online platform called PlanEngage.

Ms. Sheridan explained that in May 2024, Metro Board selected the hybrid alternative as the LPA and directed staff to continue the EIR process and complete studies to address all 2,000 public comments made during the draft EIR comment period. Extensive community engagement took place between Spring 2021 and Winter 2024. Both the draft and final EIR studied multiple project alignments (elevated/at grade option, trench option, Hawthorne Blvd option, 170th/182nd or hybrid option, high frequency bus alternative, and no build option). The FEIR will include an executive summary, introduction, description of the LPA, design refinements and environmental impact analysis, corrections and additions to the draft EIR, and responses to comments received on the draft EIR. Appendix chapters will include a public engagement summary, advanced conceptual engineering (ACE) plans for the LPA, public comments on the draft EIR, and a mitigation monitoring and reporting program (MMRP).

The FEIR will be published on the project website, and physical copies will be available at public libraries. Once the FEIR is released, the Metro Board will vote to certify the document and approve the project. Metro staff anticipate that the document will be presented to the Board after September. There will be no official public comment period for the FEIR, but the public may provide oral comments when the item is presented to the Metro Board. A full presentation is available here: https://cdn.southbaycities.org/wp-content/uploads/2025/09/08163506/250908_FEIR_SBCCOG-Draft.pdf

Committee Member Fish asked if Metro will recommend renaming the project to the K Line Extension to Torrance. Ms. Sheridan stated that to maintain continuity between the draft and final EIR, Metro has retained the C Line Extension name but that Metro will rename the project.

Ms. Bacharach noted a gap in funding for the construction of the project and expressed concern that a Board decision regarding the FEIR will rile up the community without guarantee that the project will secure the needed funding. Ms. Bacharach asked if the project is fundable and whether there is assurance that the project will be built. Ms. Sheridan responded that the project is funded through a variety of funding sources, including Measure R, Measure M, federal funding, and SB 9 funding. The Metro team is working hard to address gaps to anticipate escalation and contingency.

Committee Member Huff asked how large the funding gap is. Ms. Sheridan replied that the LPA has a gap of about \$1 billion. The Hawthorne alternative has an even greater funding gap.

Mr. Leger asked if there is a 3% local match for the cities of Torrance and Redondo. Ms. Sheridan confirmed that these cities will be asked to contribute a match, which will be determined at 30% design. Mechanisms are in place to allow cities to offset a portion of the match via construction of their respective transit centers.

Ms. Peng asked how a local match contribution would be made in the City of Lawndale. Ms. Sheridan clarified that cities without stations will not be required to contribute a match, so Lawndale is excluded from the match.

VIII. Games Transportation Summit

Mr. Leger provided a recap of topics covered during the 2028 Regional Games Transportation Summit. LA28 will be publishing a fan zone toolkit within the next six months, which will provide guidelines to jurisdictions on how to host fan zones and viewing parties. Metro is also piloting TDM strategies in preparation for Games, which has

potential overlap with the SBCCOG's work in TDM and micromobility. Metro shared that there is approximately a \$3 billion shortfall in Olympics transportation projects that has not yet been addressed. The summit was also attended by staff from Redondo Beach, Torrance, and CSUDH.

Mr. Szerlip asked for information about the transit center project in Carson. Mr. Leger responded that the SBCCOG is funding the project through the Measure R Transit Investment Program. The SBCCOG can request that the project team make a presentation to the Board.

Committee Member Jackson asked if there were any discussions about the FIFA World Cup at the summit. Mr. Leger replied that Metro is treating the World Cup as practice for the Olympics.

IX. Three Month Look-Ahead

Committee Member Obagi asked about the status of the Inglewood Transit Connector (ITC). Mr. Leger said that the ITC will return with an update to the Board in October or November.

X. Announcements

Ms. Peng announced that South Bay Forward is hosting the second annual South Bay Transit Summit on October 4 at the Torrance Transit Center.

XI. Adjournment: Committee Member Tanaka adjourned the meeting at 11:52 a.m. to October 13.

Prepared by Anne Tsai, Transportation Project Coordinator



MONTHLY SBCCOG TRANSPORTATION REPORT

A summary of recent federal, state, regional and local
developments and trends in transportation

COVERING SEPTEMBER 2025

Edited by Anne Tsai

Federal

Trump's Transportation Secretary Sean P. Duffy Unveils New Plan to Fast-Track Advanced Air Mobility Vehicles

U.S. Transportation Secretary Sean P. Duffy announced a new pilot program within the Federal Aviation Administration (FAA) to accelerate the deployment of advanced air mobility (AAM) vehicles. These new technologies have the potential to transform aviation, including expanding connectivity to rural American communities, reducing road congestion in urban areas, and enhancing emergency services or medical transport.

The pilot program, known as the Electric Vertical Takeoff and Landing Integration Pilot Program (eIPP), will form public-private partnerships with State and local government entities and private sector companies to develop new frameworks and regulations for enabling safe operations.

The eIPP will include at least five pilot projects. It will run for three years after the first project becomes operational. Envisioned eIPP operations include piloted and unmanned approaches to:

- Short-range air taxis
- Longer-range, fixed wing flights
- Cargo
- Logistics and supply serving emergency management, medical transport or off-shore energy facilities
- Increasing automation safety

Additional Information:

As part of the eIPP, the FAA is seeking participants for a public-private partnership program to demonstrate the viability of new AAM technologies including electric vertical takeoff and landing (eVTOL) aircraft in ways that deliver new benefits to the American public.

Applicants must be a State, local, tribal or territorial government with a U.S.-based private sector partner or partners.

Participants will use piloted, optionally piloted, or unmanned AAM aircraft that will generally be over 1,320 lbs. and may be capable of carrying passengers. Participants will also include technologies enabling safe integration of these aircraft into the national airspace system.

Source: <https://www.transportation.gov/briefing-room/trumps-transportation-secretary-sean-p-duffy-unveils-new-plan-fast-track-advanced-air>

State

California electric-vehicle drivers will lose carpool lane privileges

A popular perk for California drivers of electric and low-emission cars is coming to an end.

Beginning Oct. 1, motorists with a Clean Air Vehicle decal will no longer be able to drive solo in carpool lanes because the program was not extended by the federal government, according to the California Department of Motor Vehicles.

The carpool benefit was promoted as a cost-effective incentive to encourage Californians to buy clean and zero-emission vehicles. More than a million motorists have applied for the decal since it became available more than two decades ago. There are roughly a half million vehicles in California with active decals, allowing them to use the carpool lane alone. Last month, the DMV stopped issuing new decals and warned that the program could be ending.

Extending the program would have required approval from Congress and President Trump.

California is one of 13 states offering the benefit. Vehicles that qualified included fuel-cell electric, natural gas or plug-in electric cars.

Last year, Governor Newsom signed a bill that extended California's decal program until 2027, but the state will no longer be able to continue it without federal authority, the governor's office said. According to the California Energy Commission, 25% of new cars sold in the state are zero-emission vehicles.

Source: <https://www.latimes.com/california/story/2025-09-10/california-ev-drivers-will-lose-carpool-lane-privileges>

Region

LA Metro Releases Final Environmental Impact Report for C Line Extension to Torrance

The Los Angeles County Metropolitan Transportation Authority (Metro) released the Final Environmental Impact Report (FEIR) for the C Line Extension to Torrance, marking a major milestone in the project. Expanding rail service deeper into the South Bay, from the Metro K Line's Redondo Beach (Marine) station to the planned Torrance Transit Center station, the project would provide faster and more reliable connections while giving riders a 19-minute trip from Torrance to LAX. The project is funded in part by the voter-approved Measures R and M. While there are other funding sources as well, there is a gap in projected cost vs. committed funding.

Construction could start as early as 2027, and the extension is estimated to open in 2036.

The FEIR reflects input from more than 2,000 public comments and includes design refinements, clarifications and corrections. Metro also released updated cost estimates and a report about the real estate acquisitions that would be required to complete the project.

All of these materials are available on a website designed to make the FEIR easier to navigate. It includes frequently asked questions and a short video to help the public review the report and understand the next steps.

In May 2024, the Metro Board approved the proposed route, the Hybrid Alternative, also known as the Locally Preferred Alternative, to follow Metro's existing Harbor Subdivision right-of-way. It combines elevated, at-grade (street level) and trench (below street level) sections. At key crossings, such as 170th Street and 182nd Street, the tracks will be placed below roadways in trenches to improve safety, reduce noise and avoid traffic delays for pedestrians and motorists.

Metro also has proposed improvements to an existing freight line to create a safer, quieter rail corridor. By making use of Metro-owned right-of-way, the route minimizes the impact to local property while balancing cost efficiency and community concerns.

The extension will allow riders to travel to Inglewood entertainment venues, including SoFi Stadium, the YouTube Theater, the Kia Forum, Intuit Dome, LAX and downtown Los Angeles with convenient transfers to Metro's growing rail system serving Santa Monica, East Los Angeles and beyond. The alignment would extend the line approximately 4.5 miles from Redondo Beach (Marine) Station to the Torrance Transit Center and includes two new stations serving Redondo Beach and Torrance. Once in operation, the extension would support more than 11,500 daily trips, attract up to 1.49 million new riders annually and reduce vehicle miles traveled on local roads by nearly 19.5 million miles each year.

By 2045, jobs in the South Bay are projected to grow nearly twice as fast as the population, while congestion could increase by almost 30 percent. The C Line Extension to Torrance offers a cost-effective way to add capacity, ease traffic and strengthen the region's economy.

The Metro Board of Directors is expected to consider certification of the FEIR and project approval this fall. If approved, Metro will move forward with design and engineering, First/Last Mile planning with cities and preparations for construction.

Since 2021, Metro has engaged South Bay communities through public meetings, virtual briefings, and local events. As the project advances, community outreach will continue through pop-ups and other engagement activities.

Source: <https://www.metro.net/about/la-metro-releases-final-environmental-impact-report-for-c-line-extension-to-torrance/>

LA Metro's A Line Extension to Pomona Now Operational

LA Metro has officially opened the A Line Extension, a 9.1-mile light rail section connecting Glendora to Pomona. The extension adds four new stations—Glendora, San Dimas, La Verne, and Pomona North—improving transit access for communities across the San Gabriel Valley.

The project aims to strengthen connectivity between residential neighborhoods, educational institutions, recreational areas, and regional parks. It also provides a direct transfer point to Metrolink at Pomona Station, facilitating smoother travel between the Inland Empire and the Foothill Cities corridor.

The A Line Extension is expected to support local economic growth, reduce traffic congestion along major corridors, and provide environmentally friendly alternatives to car travel. The project also incorporates modern amenities at each station, including accessible platforms, bicycle parking, and safety features to enhance the passenger experience.

Service on the extended line is now fully operational, with trains running according to the regular A Line schedule. The A Line is the world's longest modern light rail line, now stretching 57.6 miles (92.7 km). It serves 48 stations, running east–west from Pomona to Pasadena and then north–south from Pasadena to Long Beach, providing extensive connectivity across Los Angeles County.

Source: <https://railway-news.com/la-metros-a-line-extension-to-pomona-now-operational/>

Trends

Arc and Curtin Maritime electrify Ports of LA and Long Beach with \$160 million contract

One of the largest fleets of electric tugboats will begin operating in the next few years thanks to a key partnership between startup Arc Boats and Curtin Maritime. The two companies signed a \$160 million agreement to build eight hybrid vessels that will redefine operating standards at the ports of Los Angeles and Long Beach.

The tugboats to be developed in this collaboration will be equipped with hybrid-electric propulsion systems capable of generating more than 4,000 horsepower, backed by 6 megawatt-hour batteries. This configuration will enable high-level performance in complex port maneuvers, with a significant reduction in emissions and operating costs.

The first four tugboats will be in operation before the end of 2027. Once assembled by the Snow & Company shipyard in Seattle, the vessels will be deployed at the Western Hemisphere's busiest port complex, which handles about one-third of the country's maritime cargo.

The deployment aligns with zero-emission goals for the next decade, positioning this partnership as a strategic piece in the energy transition of U.S. port infrastructure.

Source: <https://inspenet.com/en/noticias/arc-and-curtin-maritime-electrify-ports-with-160-million-contract/>

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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

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).

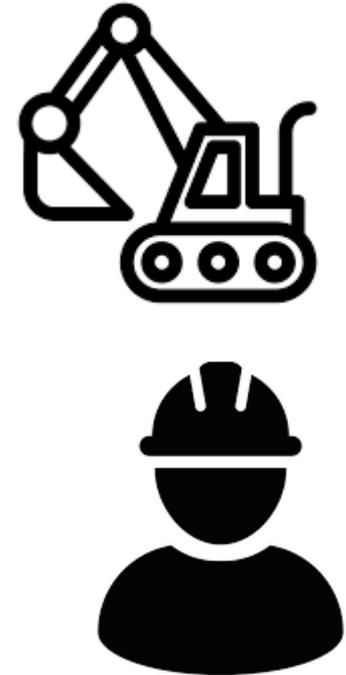


Initial Cost Estimating Process (2022 for Draft EIR)

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.

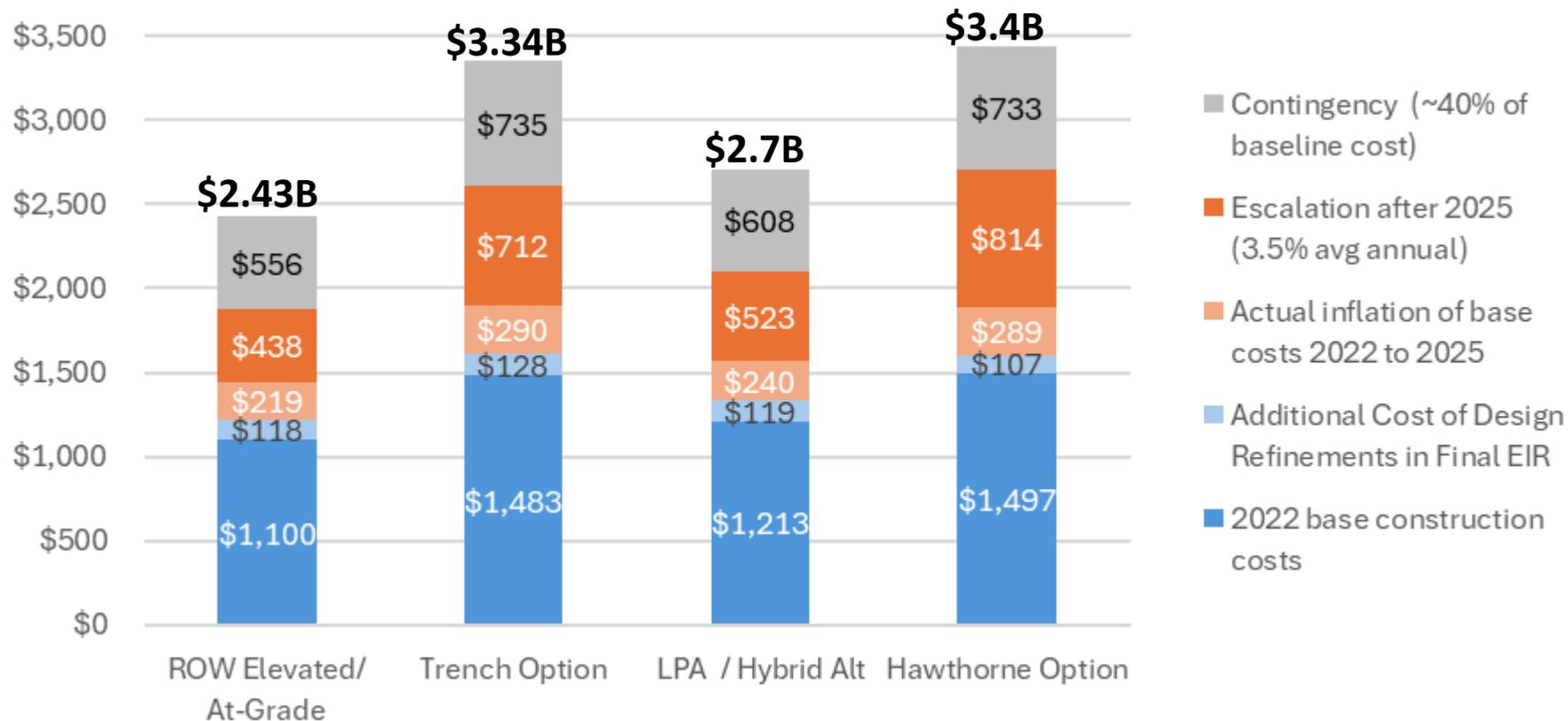
	2023	2024	2025	2026	2027	2028	2029	Measure M (2030-2033)				2034	2035	2036	2037
Elevated/ At-Grade Alignment	CEQA			Design/ RE / Contract Award		BNSF & Utility Relocation		Construction				Dec 2034			
Trench Option	CEQA			Design/ RE / Contract Award		BNSF & Utility Relocation		Construction						March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



Construction Cost Estimate, 2025

Construction Cost Estimate
Summary September 2025

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/

Updated 10/07/25

October 2025	November 2025	December 2025	January 2026
<p>2. Transit Operators Working Group</p> <p>8. Infrastructure Working Group</p> <ul style="list-style-type: none"> • Citian CRASH Platform Demonstration <p>10. Metro South Bay Service Council</p> <p>13. SBCCOG Transportation Committee</p> <ul style="list-style-type: none"> • C Line Extension FEIR (cost summary slides to be included in agenda packet) • SCAG Presentation on Mobility Hubs <p>13. SBCCOG Steering Committee</p> <p>23. Metro Board</p> <p>23. SBCCOG Board</p> <ul style="list-style-type: none"> • Waymo • South Bay Regional Housing Trust Strategic Plan 	<p>3. SBCCOG Transportation Committee</p> <ul style="list-style-type: none"> • Carson to the Sea Project Introduction • Inglewood Transit Connector Funding Plan <p>3. SBCCOG Steering Committee</p> <p>6. Transit Operators Working Group</p> <p>12. Infrastructure Working Group</p> <ul style="list-style-type: none"> • Olympics Games Mobility Plan • Metro VMT Policy Discussion <p>14. Metro South Bay Service Council</p> <p>20. SBCCOG Board</p> <ul style="list-style-type: none"> • WSPA Presentation on Refinery Closure Impacts to the South Bay 	<p>4. Transit Operators Working Group</p> <p>4. Metro Board</p> <p>8. SBCCOG Transportation Committee</p> <ul style="list-style-type: none"> • Consider any recommended actions required on Inglewood Transit Connector • Olympics Games Mobility Plan <p>8. SBCCOG Steering Committee/Board</p> <p>10. Infrastructure Working Group</p> <p>12. Metro South Bay Service Council</p>	<p>8. Transit Operators Working Group</p> <p>9. Metro South Bay Service Council</p> <p>12. SBCCOG Transportation Committee</p> <p>12. SBCCOG Steering Committee</p> <p>14. Infrastructure Working Group</p> <p>22. Metro Board</p> <p>22. SBCCOG Board</p> <ul style="list-style-type: none"> • Baldwin Hills & Urban Watersheds Conservancy Update • Cool Roofs Study Update

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