

To: South Bay COG Transportation Committee, meeting October 13, 2025

From: Ray Hollar, Lawndale homeowner

Agenda Item: C Line Extension to Torrance: Cost Summary

Should the Hawthorne Blvd option cost less than the Hybrid ROW option (current LPA)?

Please look at the project schedules attached to the FEIR in the Cost Summary, page 5 (in the non-CEQA Documents folder).

The construction durations (in yellow), are where the most funds are spent.

For the Hawthorne (Blvd) option, the construction duration is 18% less (7 years vs 8.25 years), a year and a quarter less, than Hybrid ROW. This does not support the Haw option costing more than Hybrid ROW (26% more as the staff suggests): it suggests that the Hawthorne option should cost less than Hybrid ROW. Also, the Hawthorne option would avoid a year and a quarter more construction disruption impact to the community.

Please review at the project schedules attached.

Please support the K Line/C Line Extension, Hawthorne (Blvd) option. Thank You.

Notes: Schedule item for "Caltrans PA & ED" (Project Approval and Environmental Document) should cost a similar rate as the Design/Contract section, where 66M was booked for 2026, so that would be about \$132M extra for two years for the Hawthorne option. Hybrid ROW also has some Caltrans PA & ED since it crosses SR107, not shown in the schedule. At \$400-600M/year expenditure rate during construction, the Caltrans PA & ED extra would be overcome by the shorter Hawthorne option construction duration.

The construction mid-point for Hawthorne option is 8 months later than for Hybrid ROW which would add another \$80M for escalation/inflation, again a small amount, relative to the shorter Hawthorne construction time and expenditure rate.

Preliminary Construction Schedules

Construction Cost Estimate
Summary September 2025

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.

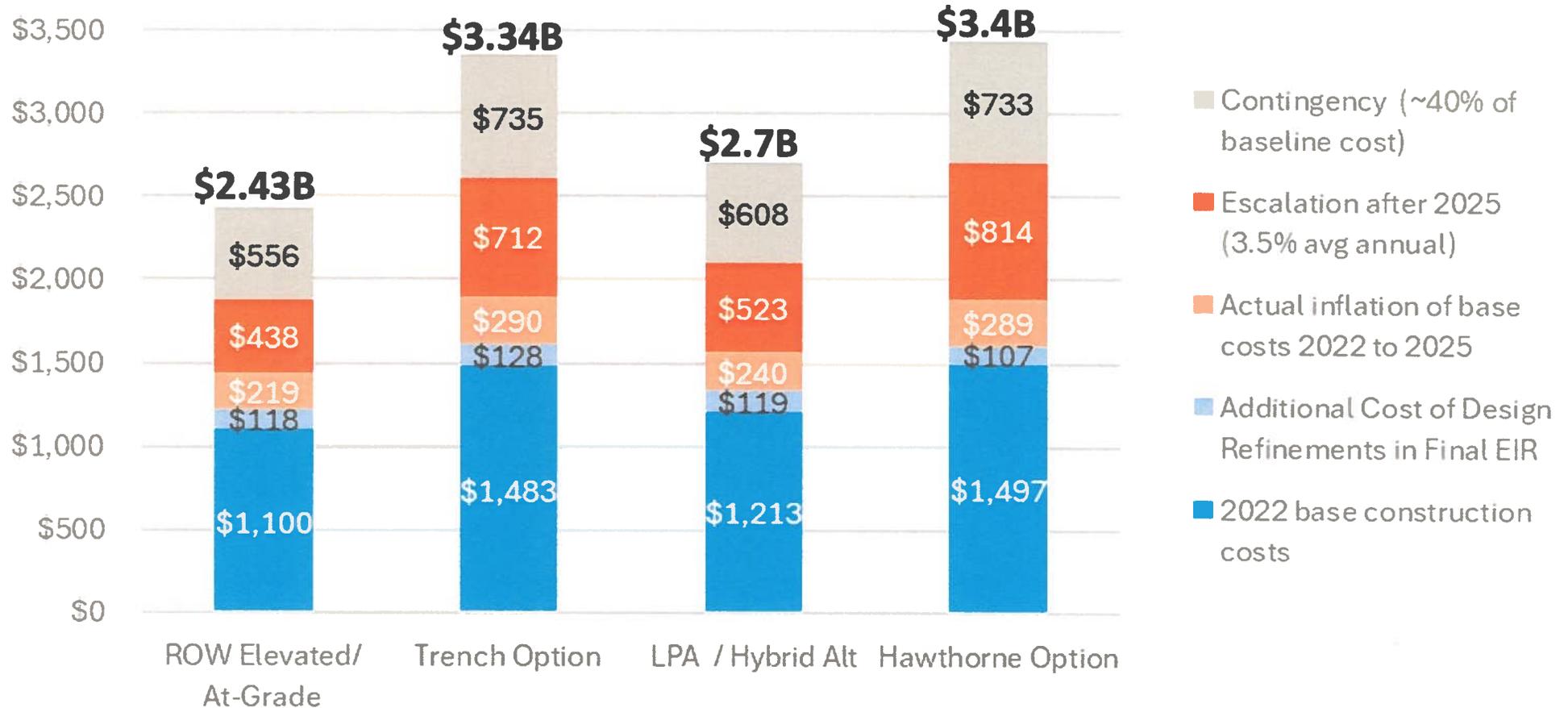
	2023	2024	2025	2026	2027	2028	2029	Measure M (2030-2033)				2034	2035	2036	2037
								2030	2031	2032	2033				
Elevated/ At-Grade Alignment	CEQA			Design/ RE / Contract Award		BNSF & Utility Relocation		Construction				Dec 2034			
Trench Option	CEQA			Design/ RE / Contract Award		BNSF & Utility Relocation		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
Summary September 2022



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Agenda Item: C Line Extension to Torrance: Cost Summary

Should the Hawthorne Blvd option cost less than the Hybrid ROW option (LPA)? Part 2

Please look at the attached tables of Construction Phases and Durations from the DEIR used three times (e.g., to estimate air quality impact during construction).

The tables show eleven phases of construction with labor required and material movement for the original "Proposed Project" (plain ROW, not Hybrid) and Hawthorne option. There is a table for Trench ROW but not for the Hybrid ROW in the DEIR.

By loading the data into a spreadsheet, the labor for Hawthorne option is 14% higher than for plain ROW. But Hybrid Row cost is about 11% more than Hawthorne Option (was 14% DEIR), so the construction labor is slightly higher for the Hawthorne Option than Hybrid Row.

Regarding material movement, the tables say that Hawthorne option requires 1.5% more than plain ROW. If Hybrid ROW requires 11% more for everything than plain ROW, material movement would be 9% more than Hawthorne option; Hybrid ROW requires digging under two street crossings, so they probably remove more dirt than replace. While not exactly material cost, I assume that the material cost is slightly higher for Hybrid ROW, offsetting the slightly higher labor for the Hawthorne Option. Note that the contingency is 40%, so a few per cent is insignificant.

This suggests that Hawthorne option and Hybrid ROW construction costs should be about the same.

Table 1. Proposed Project Construction Phases and Durations

Phase Name	Total Duration	Activity Frequency (Days per Week)	Estimated Daily Crew Size	Total Import or Export (Cubic Yards)	Approximate Maximum Daily Truck Loads
Early Utility Relocation	18 months	5	40	12,400 CY	2
Project Start Up	6 months	5	40	121,000 CY	101
Utility Relocation	15 months	5	40	3,100 CY	2
Retaining Walls, Grading and Embankment for Freight Track Relocation	12 months	5	40	112,100 CY	60
Freight Track Bridges	10 months	5	25	1,000 CY	1
Freight Railroad At-Grade Crossings	4 months	5	25	4,200 CY	2
Freight Trackwork (By BNSF)	4 months	5	40	72,400 CY	21
Stations and Access	18 months	5	40	11,000 CY	1
Retaining Walls, Grading and Embankment for LRT Guideway	8 months	5	40	72,400 CY	7
LRT Guideway Bridges	25 months		25	66,500 CY	6
LRT Trackwork	15 months	5	40	80,000 CY	21
Systems Construction	12 months	5	20	-	-
Contingency	11 months			-	-
Testing/Commissioning	9 months	5	15		
Revenue Service	0 months				

CY = Cubic Yards, LRT = light rail

Table 3. Hawthorne Option Construction Phases and Durations

Phase Name	Total Duration	Activity Frequency (Days per Week)	Estimated Daily Crew Size	Total Import or Export (Cubic Yards)	Approximate Maximum Daily Truck Loads
Early Utility Relocation	18 months	5	40	8,000 CY	1
Project Start Up	6 months	5	40	87,100 CY	73
Utility Relocation	15 months	5	40	2,000 CY	1
Retaining Walls, Grading and Embankment for Freight Track Relocation	6 months	5	40	68,400 CY	35
Freight Trackwork (By BNSF)	8 months	5	25	29,700 CY	21
Stations and Access	22 months	5	40	7,800 CY	1
Retaining Walls, Grading and Embankment for LRT Guideway	8 months	5	40	2,000 CY	1
LRT Guideway Bridges	35 months	5	60	278,700 CY	27
LRT Trackwork	14 months	5	20	81,000 CY	21
Systems Construction	12 months	5	20	-	-
Contingency	11 months			-	-
Testing/Commissioning	9 months	5	15	-	-
Revenue Service	0 months			-	-

CY = Cubic Yards, LRT = light rail