

Subject: Re: Funding for C Line to Torrance vs Other Metro Projects
Date: Monday, November 3, 2025 at 8:54:47 AM Pacific Standard Time
From: South Bay Forward
To: Anne Tsai, David Leger, Jacki Bacharach
Attachments: image.png, image.png, image.png, image.png, image.png

Hi David,

Can you receive the above email as a Non-Agenda Comment for today's Committee Meeting? I am also attaching screenshots from links included in the email, for attachment.

I understand the C Line Extension to Torrance is not on the agenda for today but I think it is relevant to discussions among COG members and for the December Committee Meeting.

I will not be present in-person or Zoom to give my comments but would like it to be received by committee members. Thank you very much!

Best,
 Brianna

DEIR Cost Estimates (May 2024)

Funding Strategy	Metro ROW (Elevated/ At-Grade)	Trench Option	Hybrid Alternative	Hawthorne Option
Secured Sources				
Local Sources	Funding Estimate (YOE \$M)			
Measure R	\$272.0	\$272.0	\$272.0	\$272.0
Measure M*	\$828.5	\$828.4	\$828.4	\$878.3
3% Local Match Requirement**	\$59.0	\$85.3	\$66.9	\$88.9
State Sources				
TIRCP Grant	\$231.3	\$231.3	\$231.3	\$231.3
SB1 - Local Partnership Program	\$9.0	\$9.0	\$9.0	\$9.0
Not Yet Secured				
Other Local Funding	\$417.2	\$668.0	\$675.6	\$633.5
Other State Funding	\$150.0	\$150.0	\$150.0	\$150.0
Other Federal Funding	N/A	\$600.0	N/A	\$700.0
Total	\$1,967	\$2,844	\$2,233.5	\$2,963

*The Measure M year of expenditure (YOE) inflation estimate assumes a 3% annual escalation to the year of funding availability. The actual funding amount for Measure M will depend on future sales tax receipts, the Board-approved inflation index used to escalate the sales tax, and when Measure M is expended. The estimated escalation amount is higher for the Hawthorne Option as the construction start date is further out.

**The current cost estimate is based on a 15% design. Final estimate to be prepared at 30% design based on LPA.

Final EIR Cost Estimates (September 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

M *Figures are rounded

7

Eastside Transit Corridor (LRT Extension) Cost Estimate - 4.7 mile long extension of E Line light rail, \$7.9B estimate, \$3.6B secured (45.6% of total) at Final EIR Certification

Locally Preferred Alternative

Initial Operating Segment (IOS) to Montebello Greenwood Station

- > **Project Definition**
 - 4.7-mile IOS from Atlantic to Greenwood
 - Approximately 3 miles underground, 1 mile aerial and 0.7 miles at street level
- > **Stations**
 - Atlantic/Pomona Station, relocated (open-air underground)
 - Atlantic/Whittier Station (underground)
 - Commerce Citadel Station (underground)
 - Montebello Greenwood Station (at-grade)
 - Potential maintenance and storage facility in Montebello
- > **Cost Estimates**
 - \$7.9 billion (2022\$ dollars based on 15% early design)
- > **Funding**
 - \$3.6 billion in Measure M and Measure R and other local sources; pursuing NEPA and federal funding for LPA
- > **Construction Schedule (forecasted)**
 - 2027: Advanced utility adjustments and construction notices
 - 2029: Begin construction of stations and guideway
 - 2035-37: Construction completion (pending funding availability)



IOS: Initial Operating Segment
LPA: Locally Preferred Alternative
NEPA: National Environmental Policy Act

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West Santa Ana Branch / Southeast Gateway Line (Jan 2024) - 14.5 mile new light rail line along a rail corridor, \$7.2B estimate, \$2.55B (35.4% of total) secured at Final EIR Certification

Table 1.1 summarizes the amount of committed and planned funding for the LPA from local, state, and federal sources and the first year the funds are available for expenditures.

Table 1.1. West Santa Ana Branch Committed and Planned Funding Sources

	Source	Year Approved	Funding Amount	Year Available*
Locally Preferred Alternative (Slauson/A Line (Blue) to Pioneer Station) Fiscal Years 2022-2035	Measure R	2008	\$240.0 million plus \$108.4 million surplus highway funds plus \$0.5 million admin	2015
	Measure M	2016	\$1,383.0 million	2022
	Other Local		\$1,053.0 million	2020
	State Grants	2018	\$819.1 million	2019
	Federal Grants		\$3,400 million	2027
	Other Federal		\$163 million	2025
	Total		\$7,167 million	

Source: Metro, Funding Plan Estimate as of January 2024

Note: *As specified in the sales tax ordinance or assumed in the Long Range Transportation Plan Financial Forecast

East San Fernando Light Rail - 6.7 mile new light rail line, \$3.573B budget with \$790M committed (22% of total) at monthly status report ([August 2025](#))

PROJECT COST

Project Cost Analysis – 865521

EAST SAN FERNANDO VALLEY TRANSIT PROJECT (865521)							
COST REPORT (through JULY 2025)							
DOLLARS IN THOUSANDS							
SCC CODE	DESCRIPTION	APPROVED FFGA BUDGET	CURRENT FFGA BUDGET	COMMITMENTS	EXPENDITURES	FORECAST FFGA BUDGET	VARIANCE
		A	B	C	D	E	E - B
10	GUIDEWAYS & TRACK ELEMENTS	101,110	101,110	7,940	0	101,110,013.00	0
20	STATIONS, STOPS, TERMINALS, INTERMODAL	161,293	161,293	4,057	0	161,293,435.00	0
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN, BLDG	254,946	254,946	0	0	254,946,330.23	0
40	SITework & SPECIAL CONDITIONS	744,413	744,413	197,394	67,823	744,412,508.00	0
50	SYSTEMS	338,374	338,374	0	0	338,373,703.00	0
	CONSTRUCTION SUBTOTAL (10-50)	1,600,136	1,600,136	209,390	67,823	1,600,135,989.23	0
60	ROW, LAND, EXISTING IMPROVEMENTS	365,985	365,985	181,213	179,389	365,984,902.77	0
70	VEHICLES	219,897	219,897	1,210	479	219,897,383.00	0
80	PROFESSIONAL SERVICES	912,345	912,345	399,072	222,186	912,344,870.00	0
	SUBTOTAL (10-80)	3,098,363	3,098,363	790,885	469,877	3,098,363,145.00	0
90	UNALLOCATED CONTINGENCY	414,917	414,917	0	0	414,916,766.00	0
100	FINANCE CHARGES	60,000	60,000	0	0	60,000,000.00	0
	TOTAL PROJECT (10-100)	3,573,280	3,573,280	790,885	469,877	3,573,279,911.00	0

NOTE-1: TOTAL INCURRED COST TO DATE \$469,877,441.71.

Approved FFGA Budget: The Approved FFGA Budget for the Project is \$3.573B.

Current FFGA Budget: The Current FFGA Budget is the same as the Approved FFGA Budget.

Commitments: Commitments increased by \$30.9M this period to \$790.9M. The increase is primarily for real estate acquisition and professional services related to the Project.

Expenditures: Expenditures from May 2022 through July 2025 are \$469.9M, an increase of \$52.8M from the previous month.

Forecast Proposed FFGA Budget: The forecast proposed FFGA budget remains the same as the current Approved FFGA Budget of \$3.573B.

On Wed, Oct 29, 2025 at 4:02 PM South Bay Forward <southbayforward@gmail.com> wrote:
Hello Jacki, Anne, David,

Based on discussions at the last COG Transportation Committee meeting, I understand that there are plans to discuss funding status for the C Line Extension to Torrance project with the COG potentially writing a letter expressing concern over a lack of funding. I feel this is premature and unsubstantiated for several reasons.

To begin with, the project is well-positioned for funding currently. The [Board Report from May 2024](#) indicates the project will receive funding from Measure R at \$272M, Measure M at \$828.4M, TIRCP at \$231.3M and SB1 at \$9.0M. This totals to \$1.34B.

As you know, cost estimates for the project have increased from \$2.23B for Hybrid and \$2.96B for Hawthorne to \$2.7B for Hybrid and \$3.44B for Hawthorne from the Draft to the [Final EIR](#). Cost escalations are likely due to inflation, tariffs, and contingency. As we know, transit costs are affected by numerous factors including delays, politics, procurement, utilities, and labor costs ([NYU Transit Costs Project](#)). This has certainly been the case with this project based on earlier projections that initially cited \$1B or less for the project. However, even considering the new estimates, the project is about 50% funded for Hybrid and 39% funded for Hawthorne. It would be unheard of to ask for a project to be fully funded at this stage.

Additionally, the project only becomes competitive for additional grants after the certification of the FEIR, when it can apply for state [sources of funding](#) under [TIRCP](#), [STIP](#), [SB1](#), or other grants. Other sources of funding that could be explored for this project includes: ExpressLane revenue from I-110 and I-105 corridors and surplus highway funds from South Bay Measure M funds. Other jurisdictions have developed funding mechanisms to fund their Metro rail projects, like the West Hollywood's Enhanced Infrastructure Financing District for the K Line Northern Extension.

It is helpful to compare this project to other LA Metro light rail projects at similar stages. Here are a few comparisons:

1. **Eastside Transit Corridor:** 4.7 mile long extension of E Line light rail, \$7.9B estimate, \$3.6B secured (45.6% of total) at Final EIR Certification ([May 2024](#)).
2. **Westside Santa Ana Branch / Southeast Gateway Line:** 14.5 mile new light rail line along a rail corridor, \$7.2B estimate, \$2.55B (35.4% of total) secured at Final EIR Certification ([January 2024](#)).
3. **East San Fernando Valley Light Rail:** 6.7 mile new light rail line, \$3.573B budget with \$790M committed (22% of total) at monthly status report ([August 2025](#)).

It is premature to take a position on funding before certification of the Final EIR, and even at the present stage, the project is much better positioned for funding than other Metro projects, making this a highly cost-effective and grant-competitive project. Further delay of FEIR certification or an expression of concern from the COG could lead to further cost increases and jeopardize the project and its numerous benefits to the South Bay (relieving congestion, reducing VMT, boosting economic growth, serving jobs and schools).

I hope this information can be helpful to you as you prepare your report at the upcoming Transportation Cte meeting on Monday. Thank you.

Best,
Brianna Egan



South Bay Forward
southbayforward.org

We are moving the South Bay LA region forward on housing, transit, and active mobility.