



HOLLYWOOD

# Next stop: key rail connections.

K LINE NORTHERN EXTENSION



Metro Planning &  
Programming  
Committee  
March 18, 2026  
File ID: 2025-0846

# Recommendation

## CONSIDER:

APPROVING the San Vicente-Fairfax alignment evaluated in the 2024 Draft Environmental Impact Report (EIR) as the Locally Preferred Alternative (LPA) for the K Line Northern Extension (KNE) Project contingent upon the formation of an Enhanced Infrastructure Financing District (EIFD) by the City of West Hollywood in coordination with Los Angeles County to provide additional local sources of funding (at least 25% of the capital cost estimate) per the Early Project Delivery Strategy with:

- an initial operating segment (IOS) from the Expo/Crenshaw Station at the E/K Line to Wilshire/Fairfax at the D Line,
- an adjusted tunnel alignment in Mid-City to continue to maximize use of public rights-of-way (ROW), to reduce subsurface easements, described as Crenshaw ROW: Option 2 in the Mid-City Additional Alignment Analysis Report (2025),
- a commitment to work with the owner of the Midtown Crossing Shopping Center to preserve the opportunity to relocate the supermarket at an alternate location on acquired property adjacent to the construction site, prior to the start of construction, and
- a terminus station at the Hollywood Bowl.

# K Line Northern Extension (KNE) Overview

## Project extends the K Line from E to B Line

- Closes gap in regional transit network
- Connects 4 Metro Rail lines and 6 of the top 10 busiest bus lines in LA County
- Serves major employment/activity centers
- Measure M and Local Funds: \$2.24 Billion (2015\$)
  - 2041 Groundbreaking
  - 2047-2049 Opening

## Metro prepared Draft EIR to inform selection of LPA under the Early Project Delivery Strategy framework

- 2021 Public Scoping
- 2024 Draft EIR with 60-day public comment period
- 2025 Additional Technical Studies & Community Engagement
- 2026 Consider selection of LPA



NOTE: Diagram illustrates potential future rail connections with implementation of K Line Northern Extension Project.

# Draft EIR Alignment Options

Draft EIR evaluated the following:

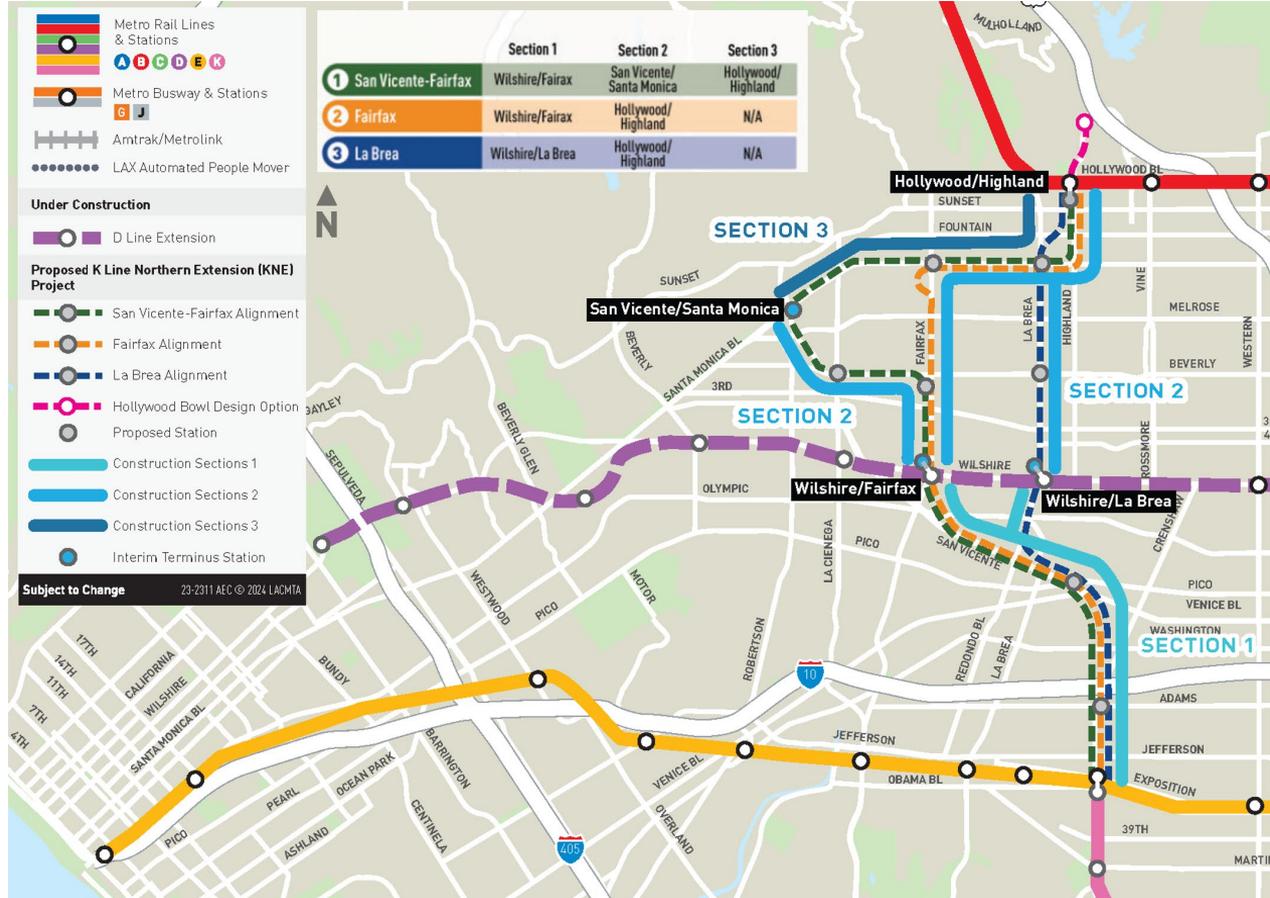
- Light rail alignments to connect E Line to B Line
  - San Vicente-Fairfax – 9.7 miles with 9 stations
  - Fairfax – 7.9 miles with 7 stations
  - La Brea – 6.2 miles with 6 stations
  - Hollywood Bowl Optional Terminus
- Expansion of Division 16 Maintenance Yard to support light rail extension
- High Frequency Bus Alternative
- No Build Alternative



# Project Implementation Approach

Project would be constructed using Tunnel Boring Machines (TBMs) and implemented in sections.

- Initial section would connect to D Line at Wilshire Blvd
- 8-12 years estimated to construct each section
- Number of sections would vary based on alignment

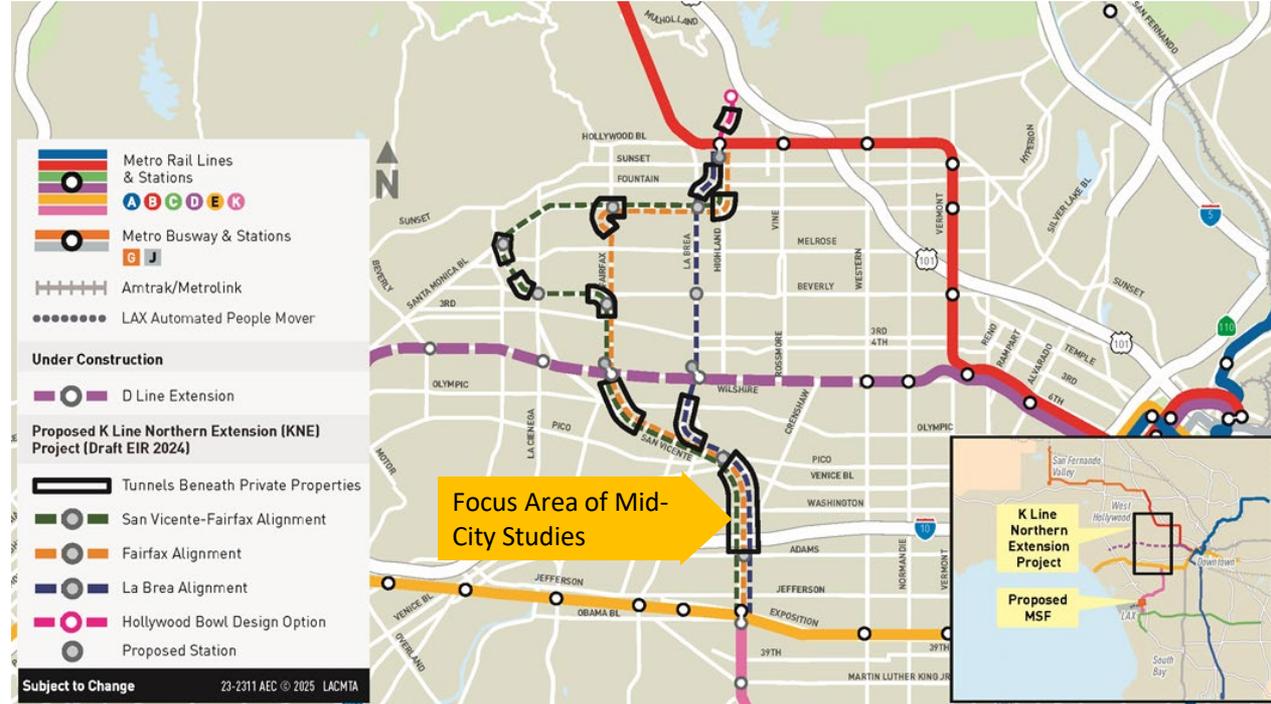




# Alignments & Tunnel Route Concerns on Draft EIR

Project includes several segments where tunnels travel below homes and private properties to connect stations for fast, reliable service.

- Metro received concerns from Mid-City historic residential communities re lack of engagement, proposed tunnel route, safety of tunnels below older homes, and impacts to property values and businesses.
- Metro conducted survey of age of homes in Mid-City: oldest homes constructed between 1900-1910 and majority of homes constructed in the 1920s.



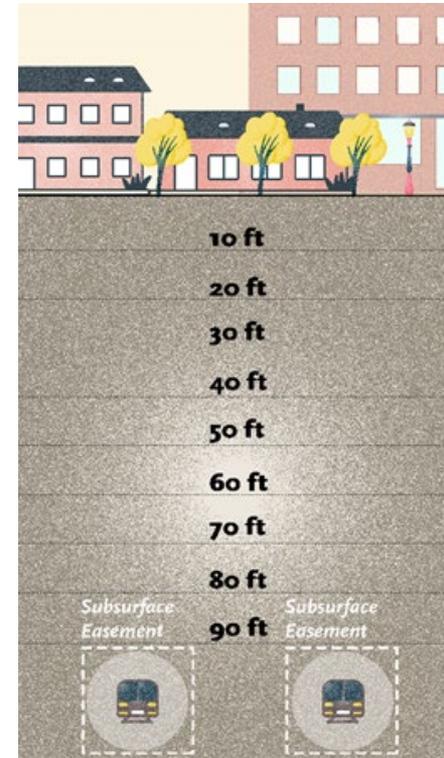
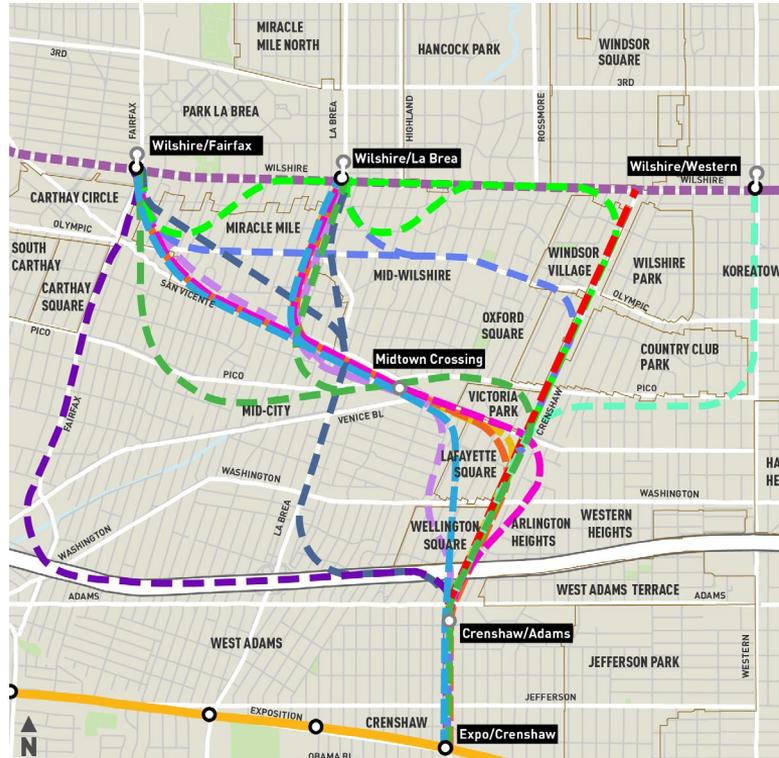
# Additional Technical Studies in Response to Concerns

In response to public comments and concerns on Draft EIR, Metro conducted additional research and analysis summarized in three reports published in August 2025:

- Mid-City Additional Alignment Analysis
- Property Considerations
- Tunnel Safety Report

To help distill and share findings, Metro also prepared:

- Website Story Map
- Project FAQ
- Project Fact Sheet
- Technical Reports & FAQs



# Mid-City Alignment Options with Highest Support

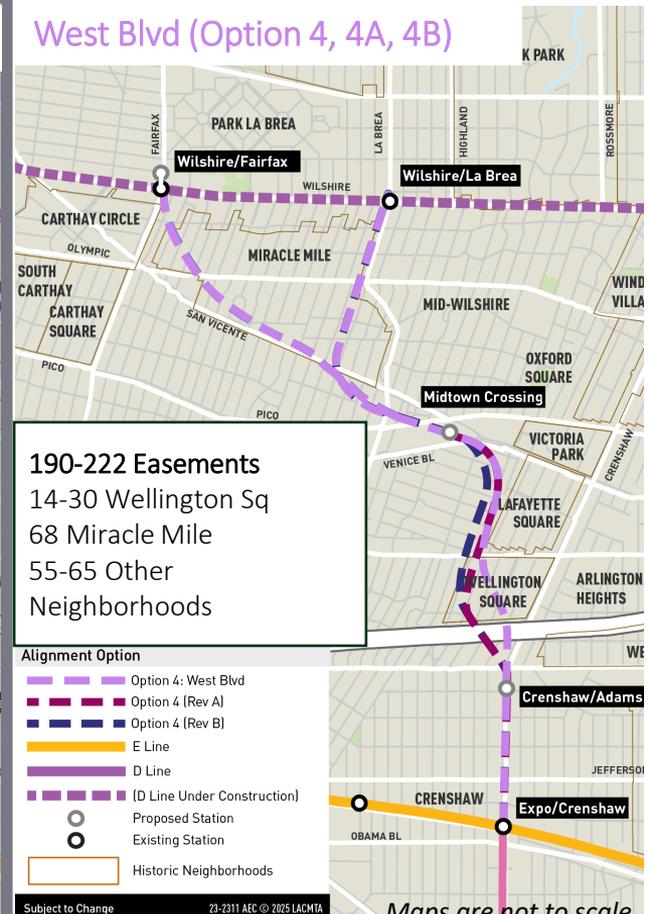
## Draft EIR (Option 1)



## Crenshaw ROW (Option 2)



## West Blvd (Option 4, 4A, 4B)



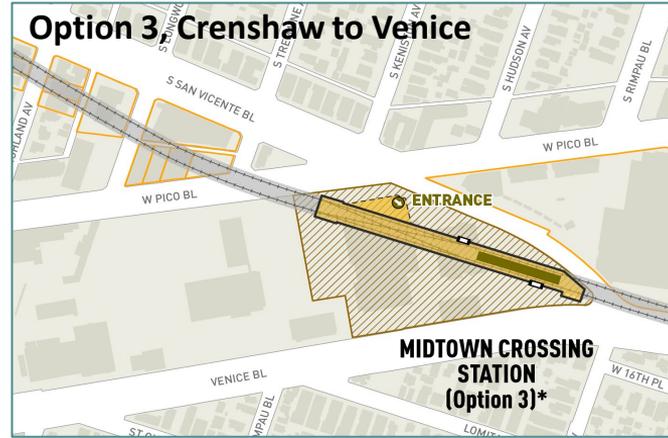
Maps are not to scale

# Midtown Crossing Station Area Analysis



## Option 2, Staff Recommendation

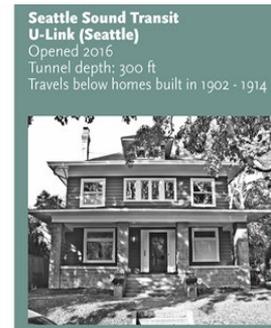
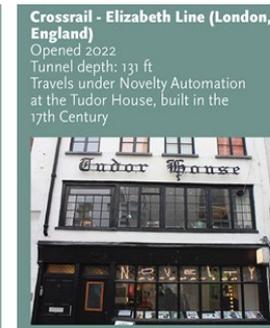
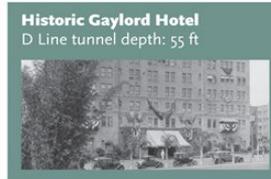
- Maximizes access for riders and connections to street and bus transit centers
- Minimizes long-term impacts to property by locating station box along San Vicente Blvd
- Allows for greatest flexibility to relocate neighborhood supermarket



Underground (Permanent)	
	Station Platform
	Passageway Connection
	Station Box, Crossover, and Station Program
	Knock-Out Panel
Surface (Permanent)	
	Entrance at Street Level
Surface (Temporary)	
	Construction Staging Area
Subsurface	
	Subsurface Easement

# Additional Analysis on Tunnel Safety & Property Concerns

- Modern tunneling construction techniques are safe with pre-construction studies, use of advanced tunnel boring machines, mitigations and monitoring.
- Tunnels are proposed at depths of 40 to 120 feet below the surface in project area, and ~80 to 120 feet below Mid-City.
- At these depths, noise and vibration are estimated to be below threshold of damage to structures and human perception.
- Metro has successfully tunneled in similar ground conditions (e.g. gases, high groundwater) and depths with settlement below thresholds for damage to buildings above tunnels.
- Tunnel easements would not affect:
  - Property and structures above
  - Ability to remodel/develop property
  - Historic designation or zoning
  - Underground oil and mineral rights
  - Property values



# Additional Engagement Since January 2025

- 4 Coffee Conversation with Mid-City Leaders (March 2025-February 2026)
- 4 community meetings (August & October) with 234 Attendees
- 1 Tunnel Safety Tour with Community including Directors Mitchell and Dupont-Walker
- 13,000+ Notices
- [Tunnel Safety Testimonials Video](#)
- Stakeholder Briefings (e.g. TAC, Westside COG, LA County Sheriff, Cedars-Sinai)
- Briefings with Councilmember Heather Hutt's Office (CD10)
- Participation in 11 Pop-up Events
- Monthly briefings with Board staff representing project area
- Updates via Project Webpage, Mid-City Stakeholder Database, Social Media Toolkits

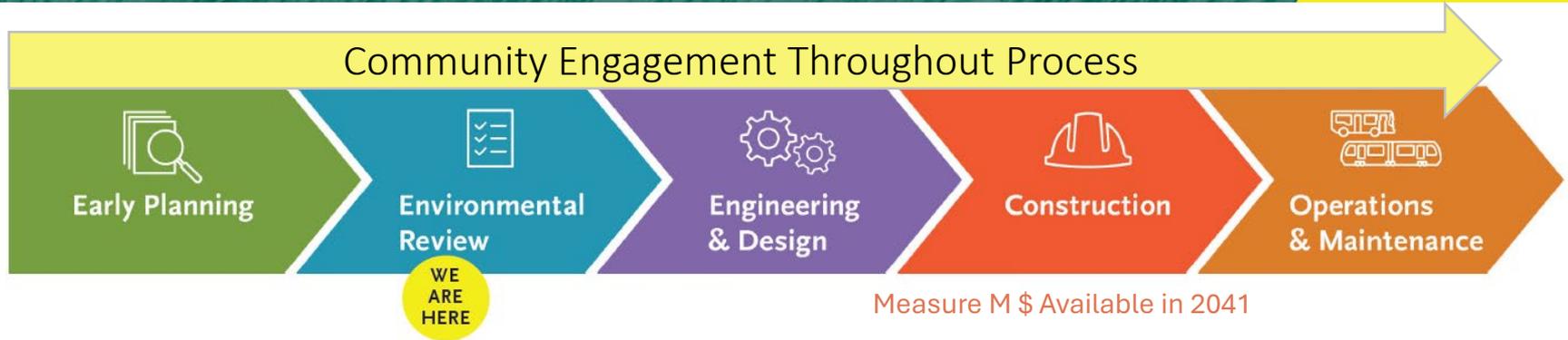


# Staff Recommendation



- **Locally Preferred Alternative (LPA): San Vicente Fairfax Alignment** contingent upon the formation of an EIFD by the City of West Hollywood in coordination with Los Angeles County to provide additional local source(s) of funding at least 25% of capital cost per Early Project Delivery Strategy
- **Initial Operating Segment (IOS) to Wilshire/Fairfax at D Line**
- **Crenshaw ROW in Mid-City** to reduce tunnel easements below historic residential neighborhoods (Option 2 in Mid-City Additional Alignment Analysis) with commitment to work with property owner at Midtown Shopping Center to preserve neighborhood grocery store in advance of construction at Midtown Crossing
- **Terminus at Hollywood Bowl** to connect people to regional cultural center and provide optimal TBM construction site

## Next Steps



- LPA selection is a necessary step in the planning process initiated under the Early Project Delivery framework for future planning, funding, and coordination purposes.
- LPA selection is not project approval.
- Further planning and construction remain subject to Board approval related to acceleration.