

← To Crens

# Next stop: more rail in the South Bay.

## K LINE EXTENSION TO TORRANCE

Metro Rail & Busway



K Line Extension To Torrance Project  
May 20, 2026 | Construction Committee  
Item # 2025-1034

# Recommendation to Consider

**AUTHORIZE the Chief Executive Officer (CEO) to:**

execute Modification No. 13 to Contract No. AE63445000 with STV Incorporated (STV) in the amount of \$43,096,451 to advance project design from 15% advanced conceptual engineering level to 30% preliminary engineering level, and conduct extended third party coordination and approval activities for the K Line Extension to Torrance Project (formerly referred to as the C (Green) Line Extension), increasing the total contract value from \$33,404,805 to \$76,501,256, and extending the period of performance from June 30, 2026 to May 31, 2029.



# Metro Board Action on Project

On January 22, 2026, the Metro Board:

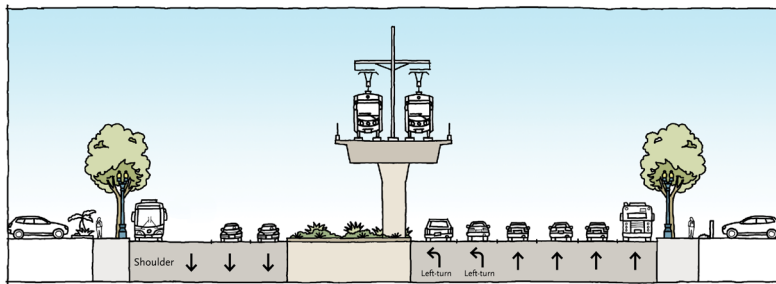
- Approved the Hawthorne Option as the Project
- Certified the Final EIR completing the CEQA process
- Approved Motion with next steps

The Project will now be referred to as **the K Line Extension to Torrance**.



# Hawthorne Alignment Overview

- Entire 4.5-mile project is grade separated from roadways
- Travels along portions of Metro Right-of-Way (ROW), Interstate 405 and Hawthorne Blvd (State Route 107)
  - I-405: which requires coordination with Federal Highway Administration (FHWA) and Caltrans
  - Hawthorne Blvd (SR 107): Segment in Lawndale was relinquished. Cities of Redondo Beach and Torrance are pursuing relinquishment.
- Elevated South Bay Galleria Station at Artesia/Hawthorne
- Southern segment travels within Metro ROW with terminus station at Torrance Transit Center



Segment of project travels within Hawthorne Blvd (SR 107)



# Key Scope Elements in Modification

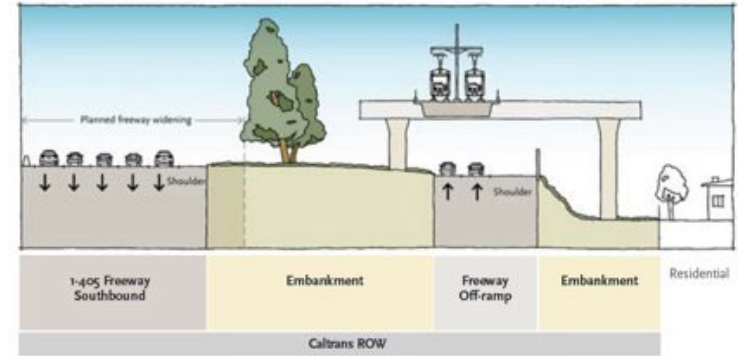
- Incorporate lessons learned from recent Metro rail projects by increasing level of early works:
  - Geotechnical and Utility Potholing field investigations
  - Real Estate impacts and rights analysis
  - Freight track relocation planning
  - Utility conflict resolution
  - Hazardous materials evaluations
- Progressing engineering design activities to reflect the Hawthorne Option, including:
  - Galleria Station architectural design
  - First and last mile connections
  - Systems design coordination
  - Roadway and civil improvements
  - Aerial LRT guideway structure designs
- Advancement of additional environmental reviews with federal and state agencies for areas where LRT encroaches into FHWA and Caltrans jurisdictions



# Next Steps

As part of next phase of project work, Metro will:

- Coordinate with third parties on environmental analysis, design refinements, permit approvals, cooperative agreements (e.g. FHWA, Caltrans, SCE, BNSF, cities) and policy changes (Caltrans Transit Priority Policy and SR 107 relinquishment)
- Advance design from 15% to 30% including constructability workshops, value engineering and efforts to minimize property impacts
- Explore phasing concepts to determine if an initial operating segments (IOS) is feasible, taking advantage of currently allocated project funds
- Identify early works activities to manage risk, cost and schedule
- Pursue additional funding to close funding gap



*Segment of project travels within Caltrans ROW*



*South Bay Galleria Station is elevated on Hawthorne Blvd*

