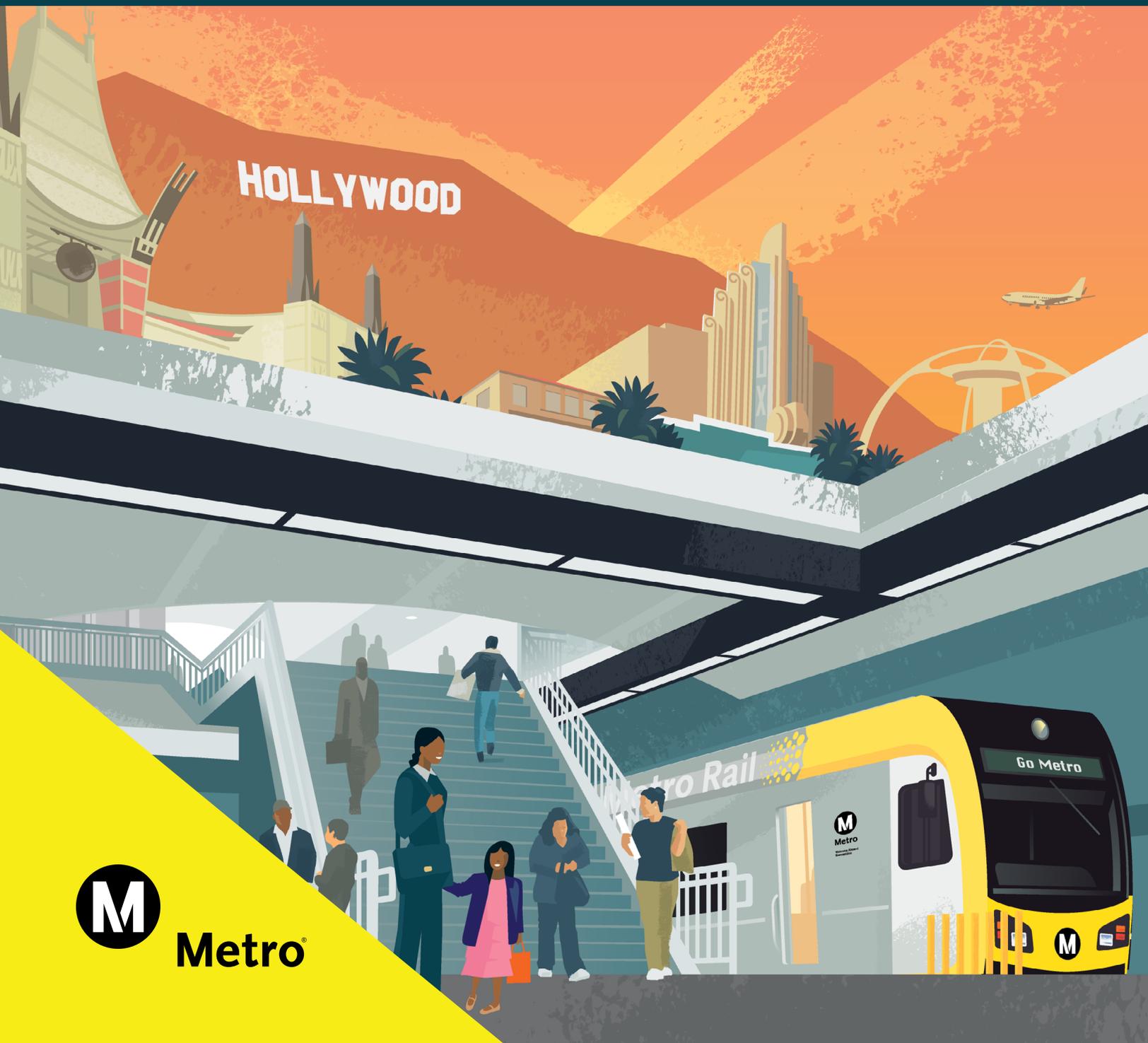


# We're planning rail to bridge divides.

## K LINE NORTHERN EXTENSION

Fact Sheet

July 2025



## Overview

**The K Line Northern Extension Project would provide a critical north-south rail connection, expanding access to opportunities across Los Angeles County.**

The K Line Northern Extension Project will extend the existing Metro K (Crenshaw/LAX) Line from its current terminus at Expo/Crenshaw station north to the Metro D Line in Miracle Mile (under construction) and the Metro B Line Hollywood/Highland station, including a potential extension further north to the Hollywood Bowl. The project would serve and connect many communities throughout LA County, from South Bay, LAX, South Los Angeles, Inglewood and the Crenshaw Corridor (including Hyde Park and Leimert Park) to West Adams, Mid City/Central Los Angeles, Mid City West, West Hollywood and Hollywood.

By connecting four Metro Rail lines and six of LA County's 10 busiest bus lines, the project would significantly enhance regional mobility.

The 16-square-mile study area spans parts of Los Angeles and West Hollywood, supporting over 170,000 existing jobs and serving multiple destinations of regional importance. The project is projected to create 8,300 to 10,100 jobs during construction.

## Environmental Review Process

Metro prepared a Draft Environmental Impact Report (EIR) (Sections 15000-15387) in accordance with the California Environmental Quality Act (CEQA), which was released for public comment in July 2024. Metro held three public hearings in August 2024 and an additional community meeting at the Nate Holden Performing Arts Center in September 2024 to receive feedback on the project and collect public comments on the Draft EIR during a 60-day review period.

The Draft EIR evaluates three potential underground alignments, an optional terminus and station at the Hollywood Bowl, and expansion of Metro's Division 16 (Southwestern Rail Yard), a maintenance and storage facility to serve the K Line, located near LAX.

### The Draft EIR:

- > Describes the proposed project
- > Identifies potential environmental impacts
- > Proposes mitigation measures to reduce or avoid those impacts

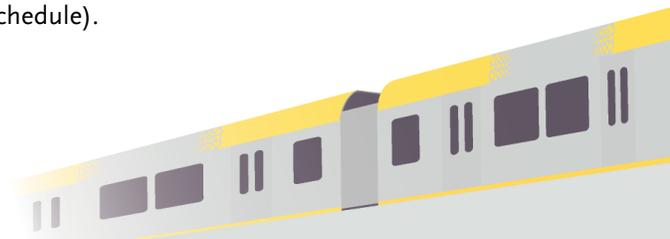
Each alignment begins at Expo/Crenshaw Station and terminates at the Metro B Line at Hollywood/Highland, with a possible extension to the Hollywood Bowl. All proposed routes would operate in underground tunnels. The project would be phased and constructed in sections similar to other Metro rail projects. The first section would extend the Metro K Line from the E Line to the D Line at either Wilshire/Fairfax or Wilshire/La Brea.

Concurrent with the release of the Draft EIR, Metro published additional project information—such as community input summaries, ridership projections, cost estimates, project benefits, and FAQs, available on the project website.

## Additional Studies Based on Draft EIR Comments

Public comments will be collected at in-person and virtual community meetings, via email and other public engagement opportunities.

Metro received over 1,300 comments on the Draft EIR. Metro is currently reviewing the public comments, which will be formally responded in the Final EIR, as part of the next stage of the environmental review process. Comments range from support for the project to preferences on various alignments and options studied, as well as various concerns (e.g. noise, vibration, construction disruption, funding, schedule).



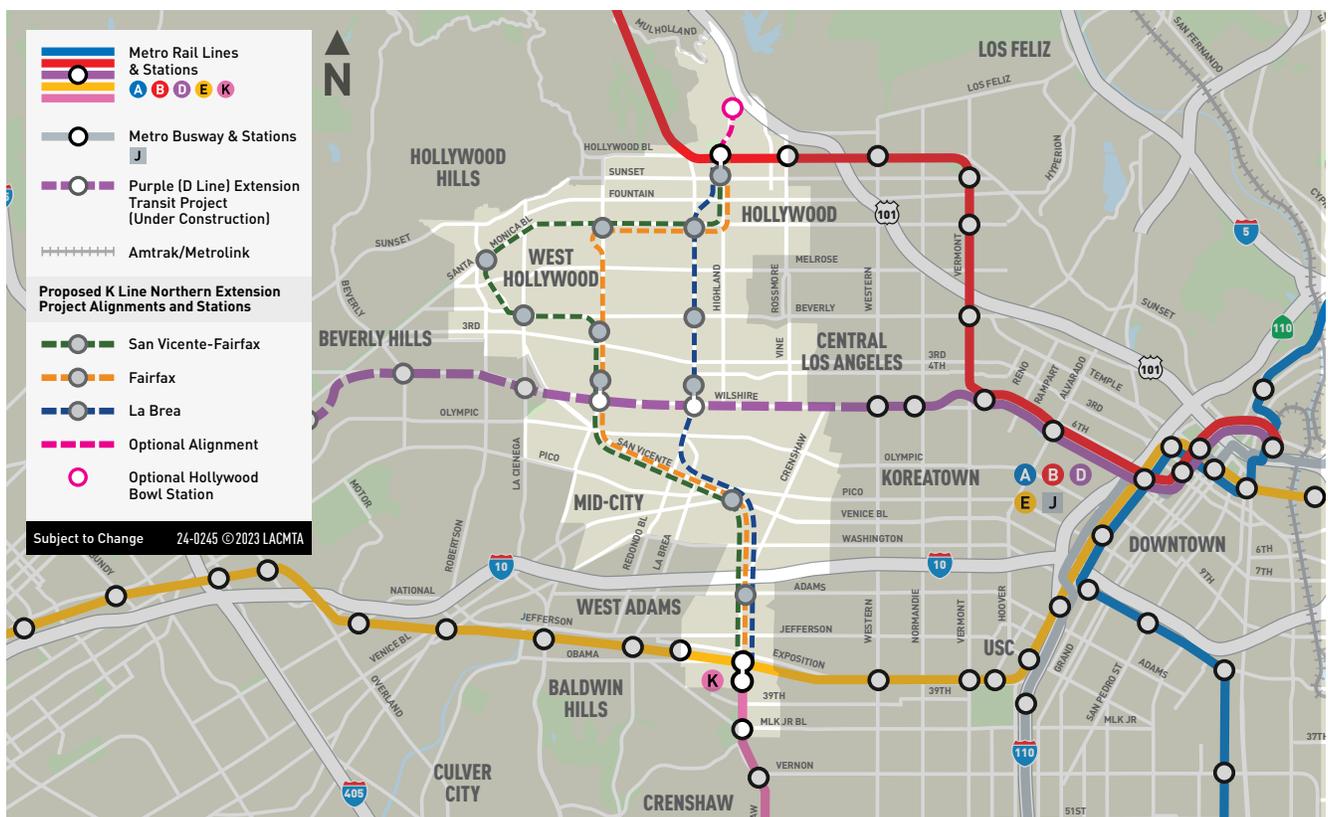
Metro received a disproportionate set of concerns from residents of historic Mid-City neighborhoods where the Draft EIR evaluates a single tunnel alignment. Mid-City residents shared concerns on tunnel safety and building damage to older homes, depreciation of property values, and lack of engagement from residents.

To address these concerns and further engage these communities, in October 2024, the Metro Board authorized additional funding for the project to conduct additional engagement and technical studies on tunnel safety, real estate, and potential alignment options to reduce tunneling below historic neighborhoods.

## Next Steps

This summer, Metro will host community meetings and stakeholder engagement to share the findings from additional technical analysis and gather community feedback. This input will be used to help inform a staff recommendation on a preferred route, called the Locally Preferred Alternative (LPA), and project next steps. The staff recommendation will be based on the Draft EIR, technical analysis, project benefits, community input, and project goals. The Metro Board will vote on the LPA and determine next steps at an upcoming public meeting.

## K LINE NORTHERN EXTENSION PROJECT

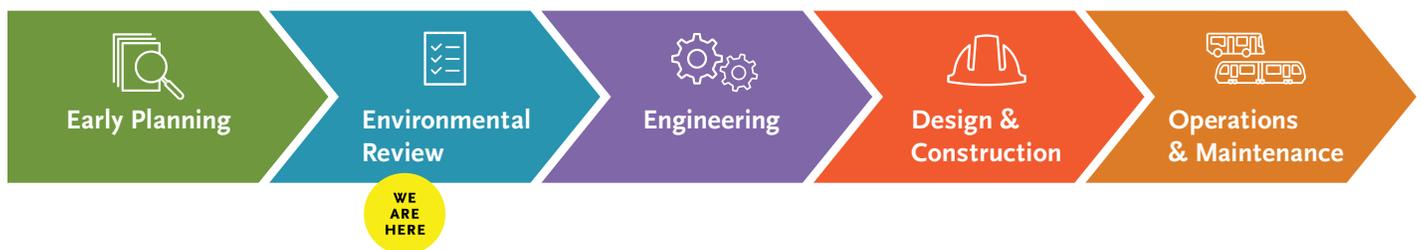


## Funding and Schedule

The K Line Northern Extension is a Measure M project. Funding becomes available in Fiscal Year (FY) 2041 for construction with completion targeted between FY 2047–2049. Measure M allocates \$2.24 billion (in 2015 dollars) to this project, to be adjusted for year-of-expenditure costs. Metro is advancing this study now to support local initiatives aimed at identifying funding that could accelerate delivery, as outlined in the Measure M Early Project Delivery Strategy (Nov 2017).

## More Information

For more details about the project and recent studies on tunnel safety, real estate, or alignment analysis, visit: [metro.net/kne](https://metro.net/kne).



## CONTACT US

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