



Frequently Asked Questions

What is the K Line Northern Extension Project?

The K Line Northern Extension (KNE) project would extend rail service from the Metro Expo/Crenshaw Station north to one of the Metro D Line (Purple) stations currently under construction on Wilshire Bl, the Metro B Line (Red) Hollywood/Highland Station and potentially to the Hollywood Bowl. It would serve many communities including the LAX area, South Los Angeles, Inglewood, South Bay, the Crenshaw Corridor, Mid-City, Central Los Angeles, West Hollywood and Hollywood, allowing for further connections to points north in the San Fernando Valley via the Metro B Line (Red). This project would improve connectivity with Metro's rail and bus network by linking four Metro Rail lines and six of the top 10 busiest bus lines in LA County. KNE would also connect major destinations including population, activity and employment centers. The project is located in the cities of Los Angeles and West Hollywood.

What are the project objectives?

The Project aims to:

- Leverage the high-volume east-west rail network to provide new north-south connections and close a regional network gap
- Increase the efficiency and convenience of transit trips by providing faster and more direct service
- Reduce vehicle miles traveled and greenhouse gas emissions
- Maximize access to jobs, housing, and opportunity
- Improve mobility for transit-dependent residents

How would the project be funded?

The project has \$2.24 billion from Measure M, a half-cent sales tax that funds a number of transportation

projects/programs. The value of these funds increase with inflation. The funding identified in Measure M is not enough to construct the project. As such, Metro is working with project stakeholders to explore additional funding sources, which could include local, state, and federal grants or other revenue sources.

When would the project open?

Per Measure M, funds become available for construction in 2041 with a goal of opening between 2047-2049. The construction schedule would vary based on the alignment selected by the Metro Board, funding availability, phasing, and the construction delivery approach.

Could the project be accelerated?

Local efforts are underway to explore and identify additional funding and financing strategies that could allow the Project to break ground before the Measure M date of 2041 per the Measure M Project Delivery Strategy.

What are the anticipated benefits of the K Line Northern Extension Project?

The project would close a gap in the regional rail network. When the K Line is fully built out, it would connect to the Metro Rail C, E, D and B Lines and six of the top ten busiest bus lines, to create a rapid and reliable north/south transit option through the central part of LA County. The project would serve major employment and activity centers and expand access for many Equity Focus Communities. By improving mobility options, the project will help to reduce auto dependence in the region, reducing air pollution, greenhouse gas emissions, and energy use.

The KNE Project would:

- Expand mobility with a fast rail option: providing ~47,200 to 59,600 daily trips,
- Attract new riders: serving ~11,400 to 15,100 new transit riders daily,
- Reduce auto use: approximately 127,400-135,500 vehicle miles traveled daily, and
- Create jobs: estimated 8,600 to 10,400 jobs during construction

How would the project expand access to transit for all communities?

Today, 98% of people in LA County live near a bus or rail stop, and 40% of jobs are near a bus or rail stop. The project would connect people to major employment and tourism centers in LA, expanding access to jobs, schools, entertainment, and daily needs. Two-thirds of projected daily riders would be low-income, with three-fifths of travel time savings benefiting riders from Metro’s Equity Focus Communities areas. The project would provide greater transit connectivity to low-income and historically African American communities, and expand access to groups that rely on public transportation including students, seniors, and low-income residents.

How many people will use the K Line Northern Extension?

Metro estimates that between 47,200 to 59,600 daily trips would occur on the Project in the year 2045. The project is estimated to generate approximately 33,000 daily trips as part of the first section, which would connect to the D Line at Wilshire Blvd. When fully built, the project would increase use of the K Line to approximately 85,000 to 98,000 daily trips between Torrance and Hollywood. These trips would be a combination of riders looking to access major destinations and activity centers both within the project area, as well as throughout the wider area with regional trips from LAX, the South Bay, South LA, the Westside and the San Fernando Valley.

Is there a difference in ridership between alignments?

Yes, the ridership projections vary between alignments. The following table provides a comparison of the alignments studied in the Draft EIR.

1. Project Trips: number of trips that use the Project stations.
2. New Riders: number of new transit riders that the Metro system attracts based on the Project.
3. VMT Reduction: reduction of auto use (vehicle miles traveled) due to the Project.
4. User Benefits: savings from the Project, including due to reduced passenger travel times and costs.

Comparison of Alignments

	San Vicente-Fairfax	Fairfax	La Brea
Daily Project Trips	59,600	52,900	47,200
Daily New Riders	15,100	12,800	11,400
User Benefit (Daily Hours Saved)	18,800	15,700	13,800
Daily VMT Reduction	135,500	127,400	135,500

How often would trains run?

Metro is designing KNE to be able to run every 5 minutes during morning and afternoon peak hours. During other parts of the day, the trains may run every 10 to 15 minutes. An operating plan will be developed during construction, closer to KNE’s opening date.

ENVIRONMENTAL REVIEW PROCESS

What stage is the Project in?

Metro is leading the planning and environmental review for project under the California Environmental Quality Act (CEQA). As part of this effort, Metro is preparing a Draft Environmental Impact Report (EIR) that will describe the project, disclose potential environmental impacts, and identify mitigation measures to reduce or avoid negative impacts.

What types of environmental impacts are being evaluated?

The Draft EIR considers environmental impacts during both construction and operations of the project for, among others, aesthetics, air quality, biological resources, communities, populations and housing, cultural and paleontological resources, energy, geology/soils, greenhouse gas emissions, growth inducing impacts, hazards and hazardous materials, hydrology/water quality, land use and planning, noise and vibration, public services and recreation, transportation, tribal cultural resources, utilities and cumulative impacts.

What alignments (routes) is Metro studying for the Project?

All the alignments being studied head north from Exposition/Crenshaw Station along Crenshaw Bl and then continue as follows:

- San Vicente-Fairfax Alignment (approx. 10 miles with 9 stations): heads northwest on San Vicente Bl, then north on Fairfax Av connecting to the future Metro D Line station at Wilshire/Fairfax. The

alignment continues north on Fairfax Av, west on Beverly Bl, north on San Vicente Bl, east on Santa Monica Bl, and turns north on Highland Av to connect to the Metro B Line.

- Fairfax Alignment (approx. 8 miles with 7 stations): heads northwest on San Vicente Bl and north on Fairfax Av where it will connect with the future Metro D Line station at Wilshire/ Fairfax. It continues north on Fairfax Av, east on Santa Monica Bl, and turns north on Highland Av to connect to the Metro B Line.
- La Brea Alignment (approx. 6 miles with 6 stations): heads northwest on San Vicente Bl and north on La Brea Av where it will connect with the future Metro D Line station at Wilshire/La Brea. From there it continues north on La Brea Av to connect with the Metro B Line.

The Draft EIR also evaluates an optional terminus station at the Hollywood Bowl. Lastly, the Draft EIR includes expansion to Metro's Division 16 Maintenance and Storage Facility located near LAX.

Where would stations be located? What will they look like?

The project map on the [KNE website](#) shows the proposed station locations for all three alignments under study and the Hollywood Bowl Design Option. Generally, station locations are spaced about one-mile apart and located at major intersections. The stations will be designed to follow Metro's kit-of-parts station design. You can visit some of the new K Line underground stations (Expo/Crenshaw, MLK and Leimert Park/Vernon) to get a sense of what future stations would look like, which include unique artwork integrated into the stations as part of Metro's art program. Link: <https://art.metro.net/artworks/kline>.

What is the "Proposed Project" in the Draft EIR?

For the purposes of CEQA and the Draft EIR, Metro must identify one of the three alignments as the "Proposed Project" for the study. The Fairfax Alignment is referred to as the proposed project in the Draft EIR because it is the alignment that has been historically studied and advanced over time, dating back to the 1983 Los Angeles Rail Rapid Transit Project. This term does not, however, convey any preference or recommendation as to the alignment or design option and all alignment variants are evaluated equally. Following the completion of the public comment period on the Draft EIR, Metro staff will prepare a recommendation for the Metro Board to consider in the selection of a Locally Preferred Alternative (LPA), based on findings from the Draft EIR, public comments made during the comment period, technical analysis, stakeholder input, and other factors such as project objectives, cost, and ridership. The Metro Board

will vote at a public meeting to select an LPA.

What are Alternatives to the Project in the Draft EIR?

Alternatives to the Project are required by CEQA for the Lead Agency (Metro) to explore feasible alternatives that would avoid negative impacts caused by the Proposed Project. The Alternatives analyzed in this Draft EIR include not building the project (No Project Alternative) and a High Frequency Bus Alternative, which would provide frequent bus service between the Metro E, D and B Lines, primarily along La Brea Bl.

What is a mitigation measure in the Draft EIR, and when are they required?

A mitigation measure is an action taken to prevent or reduce significant negative environmental impacts generated by the construction or operation of a Project relating to specific environmental topics covered in the EIR. CEQA requires the Lead Agency (Metro) to propose feasible mitigation measures for any significant impacts identified in the Draft EIR.

What are cumulative impacts, referenced in the Draft EIR?

A cumulative impact refers to two or more individual effects which, when considered together, are considerable, or which compound or increase other negative environmental impacts. It is the collective impact of any number of known and reasonably foreseeable projects. The Draft EIR has identified demographic projections and other projects within a defined area around the Project where the potential impacts may overlap with the Project during construction and operation.

How can I comment on the Draft EIR?

During the public comment period, comments can be submitted in writing by email or mail, by telephone, and at public hearings. Contact information and details on public hearings is posted to the project website at www.metro.net/kne.

How will public comments on the Draft EIR be addressed?

All comments submitted to Metro during the public comment period will receive written responses published in the Final EIR. As necessary, analyses and conclusions in the Draft EIR will be updated based on issues raised by comments.

DESIGN & CONSTRUCTION

Would this project be above or below ground?

All three project alignments will be fully underground, traveling in tunnels from the existing Crenshaw/Expo Station north to the D Line (Wilshire corridor) and the B Line (Hollywood). Station entrances would be at street level. The project will also include an expanded maintenance and storage facility adjacent to the existing Metro Division 16 rail yard near LAX, which serves the existing Metro K Line. This facility would be at street level.

What type of improvements would be made for pedestrians and bicyclists to access stations?

Metro will identify improvements to existing streets for safe and convenient pedestrian and cycle pathways as part of the First & Last Mile Planning process. Based on Metro Board selection of an LPA and direction to advance its design, the Project Team will engage with the community on First & Last Mile Planning to identify potential access improvements within a half-mile walk and three-mile cycle radius of the stations to strengthen linkages to the surrounding neighborhoods and key destinations. More information about the First & Last Mile Planning process is available at metro.net/about/first-last.

How would the project ensure that the station areas are safe and accessible for all, including people with disabilities and seniors?

All Metro rail projects are designed in compliance with Americans with Disabilities Act (ADA) requirements and will be able to accommodate those with limited mobility through various elements like elevators and escalators to ensure access, as well as level boarding between station platforms and rail vehicles.

What is Metro doing to address safety and security at rail stations?

The Project design integrates best practices of Crime Prevention Through Environmental Design (CPTED) for proposed stations and public areas to create inviting spaces and deter crime. Security cameras, emergency phones, and other safety equipment will be located at all stations, on trains and buses. Metro partners with local law enforcement to serve the transit stations and train cars. Metro has developed a multi-layered approach to secure stations, trains, and buses including the Transit Ambassador Program, which provides a dedicated staff of diverse, specially trained individuals to offer in-person support to Metro Bus and Rail riders. More information on Metro safety and security is available here: metro.net/riding/safety-security.

What information on construction is available?

The Draft EIR provides information about how the Project would be built, as well as potential impacts from construction and mitigation measures to eliminate or reduce these impacts. Construction would occur in several phases and could take eight to twelve years per segment, starting with real estate acquisitions and utility relocation. More information is available on the Metro website at metro.net/about/station-construction.

Would the project be constructed in phases, and if so, what is the planned sequence of construction?

Given the project scale and length, the project would likely be constructed in sections, with an initial section connecting to the Metro D Line at Wilshire Bl. The total number of phases to reach the B Line in Hollywood and the optional Hollywood Bowl Station, would be based on alignment length, cost and funding availability, as well as sufficient sites to launch tunnel boring machines (TBMs) that drill the underground tunnels for the rail line. Most Metro Rail projects are constructed in phases or sections. Each section is estimated to take between 10 to 12 years. There is possibility for multiple sections to be constructed concurrently based on funding availability and construction approach. A current example of this is the Metro D (Purple) Line Extension between Koreatown and Westwood, which is an underground subway being constructed in three sections with staggered sections under construction.

What are the construction costs associated with each alignment?

Metro conducted a preliminary but rigorous cost estimating process, which included a peer review by experts that follows the Federal Transit Administration's (FTA) guidance for construction costs, contingency and escalation based on an early stage of design (approximate 15%). Below are the construction cost estimates in 2023 dollars including approximately 40% contingency. The estimates below would need to be escalated to the year of expenditure (typically around 3.5% annual escalation) and are subject to change as the project design progresses.

- San Vicente-Fairfax: \$14.85B
- Fairfax: \$12.47B
- La Brea: \$10.99B
- Hollywood Bowl Design Option: Additional \$1.12B

What properties would be needed to construct and operate the Project?

The Project aims to minimize property acquisitions and avoid residential properties. Metro does not anticipate the need to acquire any residential properties to construct or operate the project. Metro has published advanced conceptual engineering drawings as an Appendix to the Draft EIR, which identify potential properties needed to

construct and operate the Project based on early stages of design. Properties needed to support the project will be updated and refined based on the Metro Board selection of an LPA. Metro will begin outreach with property owners to discuss real estate needs for the Project after the Project is approved and the Final EIR is certified by the Metro Board. More information on Metro's process for property acquisition is available at: metro.net/about/property-acquisition.

How would Metro work with businesses that might be impacted by construction?

Metro's goal is to help small businesses continue to thrive throughout construction and post construction. Metro has created a Business Interruption Fund for major rail projects under construction in LA County to support the business community. You can find more information at metro.net/about/business-interruption-fund.

DECISION-MAKING & NEXT STEPS

Who decides what alignment/option will be selected?

What information will be used to make this decision?

The Metro Board of Directors are the decision makers for all Metro projects and will be asked to select a Locally Preferred Alternative, called the LPA. Metro staff will make a recommendation to the Board based on multiple factors including the environmental impact findings from the Draft EIR, project objectives, technical analysis, benefits, costs, and community support and feedback.

PUBLIC INPUT & ENGAGEMENT

How does Metro notify the community about the Project?

Metro notifies the community about the Project, community events, and public meetings in a variety of methods depending on the upcoming meeting or update, which may include email, door-to-door flyers, direct mailing, Project website updates, bus ads, social media, Metro's The Source blog and local news media. The best method to stay up to date on the Project is by joining our email distribution list by emailing us at klinenorth@metro.net.

Will my comments be shared with decision-makers?

All comments and feedback on the project during the environmental phase will be summarized in a project outreach report and published on Metro's website to be available to the public and decision-makers alike. These comments will be reviewed by the Metro team to inform the project development process.

How can I make my voice heard?

Community members can contact Metro at any time to share comments on project via:

- Email at klinenorth@metro.net
- Phone at (213) 418-3093
- Mail: LA Metro, c/o Roger Martin, One Gateway Plaza, Mail Stop 99-22-5, Los Angeles, CA

How can I sign up for project updates?

Please email klinenorth@metro.net to sign up for our newsletter.