



Board Report

File #: 2024-0537, File Type: Project

Agenda Number: 11.

PLANNING AND PROGRAMMING COMMITTEE OCTOBER 23, 2024

SUBJECT: K LINE NORTHERN EXTENSION PROJECT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to negotiate and execute:

- A. Modification No. 4 to Contract No. AE64930000 for a Not-to-Exceed (NTE) amount of \$2,300,000 with Connect Los Angeles Partners, Joint Venture (WSP USA Inc. and AECOM Technical Services, Inc.) to prepare additional technical environmental analysis and conceptual engineering to respond to public comments received on the Draft Environmental Impact Report (EIR) for the K Line Northern Extension Project and support future community engagement efforts increasing the contract value from \$50,367,851 to a NTE \$52,667,851; and
- B. Modification No. 3 to Task Order No. PS44432008-030 for an NTE amount of \$550,000 with Lee Andrews Group (LAG) to prepare additional community engagement as part of the environmental review process, increasing the task order value from \$903,223 to NTE \$1,453,223 and extend the period of performance from June 30, 2025 through December 31, 2025.

ISSUE

The execution of Modification No. 4 to Contract No. AE64930000 with Connect Los Angeles Partners, Joint Venture and Modification No. 3 to Task Order No. PS44432008-030 with LAG are needed to perform additional research and studies in response to public comments, questions, and concerns regarding the alignments studied in the K Line Northern Extension (KNE) Draft EIR and additional engagement to share findings with the community and gather input.

BACKGROUND

Project History

Various planning studies of the Crenshaw corridor from Wilshire Blvd. to the South Bay have been completed between 1992 and 2009. A northern extension of the now operational K (formerly called the Crenshaw/LAX) Line has been studied since the 2009 Crenshaw Transit Corridor Draft environmental study. Since 2018, Metro has led multiple planning studies to advance the project

following the passage of Measure M in 2016, which allocated \$2.24 billion (in 2015 dollars) to the Project. Measure M identifies 2041 as the ground-breaking year where project funds become available for construction with a projected opening year between 2047 to 2049.

Project Benefits

The Project would offer the region multiple benefits, including:

- Expanding mobility with a fast and reliable rail option with approximately 47,200 to 59,700 daily trips in 2045
- Attracting approximately 11,400 to 15,100 new transit riders daily
- Reducing auto use by approximately 127,500 to 135,500 vehicle miles traveled daily
- Creating jobs (8,300 to 10,100 jobs estimated during construction)
- Expanding access for many Equity Focus Communities and serving many regional employment and activity centers located in congested areas.

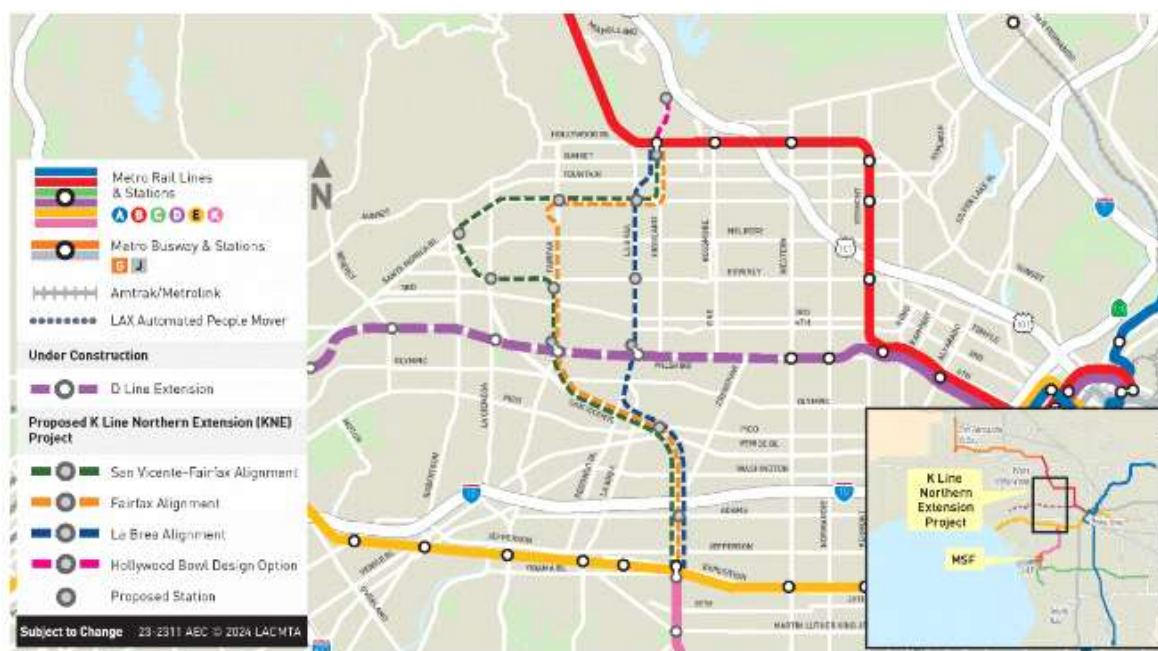
Draft EIR Development

In October 2020, the Metro Board directed staff to begin work on the environmental clearance under the California Environmental Quality Act (CEQA) and prepare a Draft EIR. Metro is advancing the Draft EIR now to help inform the selection of an LPA based on local efforts to explore potential financing strategies to accelerate the project per the Measure M Early Project Delivery Strategy.

In Spring 2021, Metro initiated public scoping for an environmental document. Following the close of the scoping comment period, Metro worked to prepare advanced conceptual engineering drawings on alignments and engineering options and analyze potential environmental impacts during construction and operations under CEQA. In the summer of 2022 and 2023, Metro hosted community meetings to provide project updates and continue gathering input. In July 2024, Metro published the Draft EIR, which evaluates three underground light rail alignments that range from six to ten miles long (depending on the alignment).

All three alignments are evaluated equally and include an optional terminus and additional station at the Hollywood Bowl, as well as expansion and improvements to Division 16, Metro's Maintenance and Storage Facility (MSF) for the K Line. The project would be constructed in sections similar to other Metro rail projects with the first section connecting the Metro E Line to the Metro D Line (currently under construction) at either Wilshire/Fairfax or Wilshire/La Brea. North of Wilshire Blvd, there are three possible routes (alignments) to connect to the B Line.

- San Vicente-Fairfax (~10 miles with 9 stations)
- Fairfax (~8 miles with 7 stations)
- La Brea (~6 miles with 6 stations)



Public Circulation of Draft EIR, Engagement & Notifications

On July 23, 2024, Metro released the Draft EIR for the project to receive public comments over a 45-day public comment period, which was extended to 60 days. Metro also published summaries on community outreach, project benefits, construction cost estimates, ridership projections, and responses to Frequently Asked Questions (FAQs).

Metro notified the public of the release of the Draft EIR through various means including mailed notifications to properties along the project alignments, flyers at local events, a press release, a Metro Source Post, e-blasts, legal ads, and social media ads, and invited the public to provide their comments.

During the 60-day public comment period, Metro also held three public hearings located in different parts of the project area and scheduled during different times of day and days of the week to maximize the public's participation. The two in-person meetings were held at the Susan Miller Dorsey High School on Saturday morning, August 10, 2024, in the Baldwin Hills Crenshaw neighborhood and at Pan Pacific Park on Tuesday evening, August 13, 2024, in the Fairfax neighborhood that abuts the City of West Hollywood. A virtual meeting was held during the lunch hour on August 15, 2024, and was recorded and posted to the project website. On September 4, 2024, Metro held a community meeting at the Nate Holden Performing Arts Center in Mid-City near LaFayette Square, Wellington Square, and Victoria Park to answer questions and gather more feedback from the community regarding concerns raised at the public hearings. In total, approximately 588 people attended the August public hearings and September 4, 2024, meeting at the Nate Holden Performing Arts Center. Over 1,300 public comments were received by email, mail, and phone. Metro is currently reviewing public comments received on the Draft EIR including the September 4th meeting.

Community Feedback

Several key themes have emerged from the comments received at the public meetings and the written comments received. While overall, there was broad support for the project and project acceleration, there were significant concerns raised by the communities of LaFayette Square, Wellington Square, and Victoria Park including:

- Concerns about outreach and notification
- Concerns about real estate values and tunneling under homes
- Questions about the screening process for alignment options and decision-making to select a preferred route (specifically between proposed Crenshaw/Adams Station and Midtown Crossing Station located near the LaFayette, Wellington Square and Victoria Park neighborhoods)

The project team is still reviewing public comments and will prepare a more comprehensive summary of community input received when the review is completed.

DISCUSSION

Crenshaw Blvd. Alignment Analysis

During the public scoping meetings at the start of the Draft EIR development process in Spring 2021, Metro shared the project map and discussed two potential alignment options between the proposed Crenshaw/Adams Station and the proposed Midtown Crossing Station. The proposed Midtown Crossing Station (located at Venice Blvd./San Vicente Blvd. to the west of Crenshaw Blvd.) would also serve as the launch site for tunnel boring machines (TBM) to construct the first segment of the project (between the E Line and D Line). Between 2021 and 2023, Metro prepared advanced conceptual engineering plans for the project and analyzed the alignment options in the southern project area. Metro screened out the Crenshaw Blvd. alignment from further study based on engineering feasibility, tunnel length, depth and radius of curves to connect to stations, potential environmental impacts, underground easements, constructability, operability, and cost.

During this period, Metro also refined several of the alignment curves throughout the project area to optimize for constructability, operations and maintenance. Generally, tighter curves are difficult to construct with TBM, reduce travel speeds for operations, have higher maintenance costs due to wear and tear on the turns, and can present challenges for emergency evacuations. Metro's refinements of the alignments also worked to avoid the need to acquire residential homes and properties for construction staging and stations throughout the project area. As such, all the alignments studied in the Draft EIR avoid residential properties for acquisition. However, underground (subsurface) easements would be needed where tunnels would travel below private property, as Metro has done on many other tunnel projects across LA County including the B, D, and K Line.

Community Notification

In September 2023, Metro held three community meetings to provide members of the public an update on the project, and answer their questions. Two open houses were held at the Baldwin Hills

Crenshaw Plaza Mall on Saturday morning, and the West Hollywood Aquatics & Recreation Center on Tuesday evening. A third virtual meeting was held to share information with those who could not join in person; it was recorded and posted to the project website. During these meetings, Metro presented the updated project maps and alignments based on advanced conceptual engineering, ridership analysis, and phasing concepts for construction. The community meeting notices and materials did not directly address changes made to the project alignments since scoping in 2021. This created concern among some communities during the release of the Draft EIR who had seen two alignment options near Crenshaw Blvd. during scoping in 2021 and a project update in 2022, and only one alignment represented in the southern project area in the 2024 Draft EIR. As a lesson learned, moving forward, Metro will notify the community of changes to alignments at each stage of project development to receive input and provide greater transparency as part of the planning process. This modification will allow staff to better inform the community in this area of the studies performed to date in the Draft EIR, the engineering associated with the proposed and potential alternate alignments and the opportunities for decision-making ahead.

Community Concerns Regarding Historic Neighborhoods and Properties

During the Draft EIR public meetings and in written comments, many residents of historic neighborhoods along the Crenshaw Blvd corridor have shared their concerns with the tunnel alignment carried forward in the Draft EIR that would travel below residential neighborhoods, including Victoria Park, Wellington Square and LaFayette Square. Residents noted historic injustices of the past, specifically to Black communities with the destruction of homes in the Sugar Hill neighborhood to construct the Santa Monica Freeway (I-10) in the 1960s. They also communicated their desire for the planning process to further engage with the community before an alignment that would affect their neighborhood is selected. Community members raised questions regarding potential impacts to older homes within and around the HPOZ and concerns that their property values would be diminished as a result of subsurface easements for underground tunnels. Residents of this area requested more information regarding underground tunnels and related noise, vibration, settlement, seismic issues, ground water, and oil rights. Based on these concerns, community members requested that Metro evaluate alternatives other than the Draft EIR tunnel alignment in this area to avoid or minimize tunnels below homes. Community members shared their preference for tunnels to travel below public streets rather than private properties, and for Metro to provide more information on the alignment analysis, key factors, and screening process prior to any decisions being made on a preferred route or LPA for the project.

Additional Studies & Engagement

To respond to community concerns and requests for more information, Metro plans to perform additional alignment analysis in the southern portion of the project area. This area would be part of first segment of construction, should the project be approved. In the coming months, staff will conduct studies to explore and evaluate potential refinements to the alignment between I-10 and Venice Blvd. to minimize tunnels below the historic neighborhoods of LaFayette Square, Wellington Square and Victoria Park.

The project team is currently reviewing all public comments received on the Draft EIR and preparing a more comprehensive summary of the input received. Metro will continue to engage the public to

work through concerns expressed by the community and share Metro's findings from the additional analysis to be performed following the comments received on the Draft EIR. This work will include but is not limited to such tactics as stakeholder meetings, open house events, pop-up booths at community events, newsletters, email blasts, website updates, and one-to-one conversations.

Contract Modification

Since the Contract was approved in 2020, Metro has modified the Contract with Connect Los Angeles Partners, Joint Venture to extend the period of performance and reallocate existing funds to support the preparation of the Draft EIR (see Attachment B-1). Contract Modification No. 4 would increase the level of effort of technical environmental analysis, conceptual engineering, and stakeholder engagement prior to any staff recommendation of an LPA. Metro will negotiate with Connect Los Angeles Partners, Joint Venture and finalize the scope within a fair and reasonable price, not-to-exceed \$2.3 million.

Task Order No. PS44432008-030 with LAG was executed in 2020 to provide comprehensive outreach effort to support the EIR for the K Line Northern Extension project. Modification No. 3 would increase the level of effort for outreach and include tactics such as stakeholder meetings, open-house events, pop-up booths at community events, newsletters, email blasts, website updates and one-to-one conversations. This modification will also extend the period of performance from June 30, 2025, through December 31, 2025. Metro will negotiate with LAG and finalize the scope within a fair and reasonable price, not-to-exceed \$550,000.

Connect Los Angeles Partners, Joint Venture made a 21% Small Business Enterprise (SBE) and a 3.71% Disabled Veteran Business Enterprise commitment (see Attachment C-1). LAG made a 100% SBE commitment and is meeting their SBE commitment (see Attachment C-2). Additional work conducted with the contract modifications will include SBE/DVBEs firms to help meet commitments.

DETERMINATION OF SAFETY IMPACT

Approval of the modifications will not impact the safety standards for Metro's customers or employees.

FINANCIAL IMPACT

The Fiscal Year 2024-2025 budget includes approximately \$8.26 Million assigned to the project (No. 475558) for professional services, support for environmental review and community engagement. Since the Connect Us contract is a multi-year contract, the cost center Manager and Chief Planning Officer would be responsible for budgeting planning work in future years and would coordinate with other cost centers on during the annual budgeting process

Impact to Budget

Funding for this project comes from Measure M 35% Transit Capital.

EQUITY PLATFORM

The Project would connect the regional rail network, providing a rapid rail connection from the South Bay to Hollywood, increasing access to employment, education, housing, and regional centers. It would also serve many Equity Focus Communities (EFCs) in areas such as West Adams, Mid-City, West Hollywood and Hollywood along the K Line Northern Extension and connect to the D and B Lines. Ridership data shows that the project will attract regional riders coming from the neighborhoods south of the project area, expanding access for people living in the South Bay, Inglewood, and South LA who want to access jobs in the central part of Los Angeles via the project.

Metro circulated materials and notices in English, Spanish, and Russian and held pop-up events at community events (e.g. CicLAvia, Pride, farmers markets, and Taste of Soul) and transit riders intercepts at bus stops in the project area to increase awareness of the Project and engage groups who do not typically participate in community meetings. Public hearings included translators for Spanish and Russian speakers based on area demographics. As part of future stages of project development, Metro will expand partnerships with local community groups to help disseminate project information, advise on outreach methods, and engage a diverse set of project stakeholders as Metro advances the Project.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project supports the following strategic plan goals identified in Vision 2028:

- Goal 1: Provide high-quality mobility options that enable people to spend less time traveling,
- Goal 3: Enhance communities and lives through mobility and access to opportunity, and
- Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization.

ALTERNATIVES CONSIDERED

The Board may not approve the modifications. This is not recommended as it would not provide additional resources needed to respond to public comments and concerns on the Draft EIR to help inform future selection of an LPA by the Metro Board.

NEXT STEPS

Upon Board approval, staff will continue working with the consultant team to complete studies to respond to public comments. After completion of studies, Metro will share findings with the community for input and develop a staff recommendation for future LPA selection.

ATTACHMENTS

Attachment A-1 - Procurement Summary

Attachment A-2 - Procurement Summary

Attachment B-1 - Contract Modification/Change Order Log

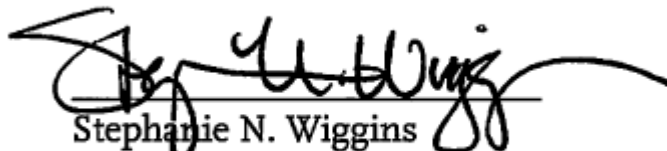
Attachment B-2 - Task Order Modification/Change Order Log

Attachment C-1 - DEOD Summary

Attachment C-2 - DEOD Summary

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Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY
K LINE NORTHERN EXTENSION TRANSIT CORRIDOR/AE64930000

1.	Contract Number: AE64930000		
2.	Contractor: Connect Los Angeles Partners, Joint Venture (WSP USA Inc. and AECOM Technical Services, Inc.)		
3.	Mod. Work Description: Additional research and analysis to respond to public comments received on the Draft Environmental Impact Report (EIR) for the K Line Northern Extension Project and support future community engagement.		
4.	Contract Work Description: environmental analysis (CEQA) and advanced conceptual engineering.		
5.	The following data is current as of: 10/10/24		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	8/27/20	Contract Award Amount: \$50,367,851
	Notice to Proceed (NTP):	N/A	Total of Modifications Approved: \$0
	Original Complete Date:	4/26/23	Pending Modifications (including this action): Not-to-Exceed (NTE) \$2,300,000
	Current Est. Complete Date:	12/31/25	Current Contract Value (with this action): NTE \$52,667,851
7.	Contract Administrator: Samira Baghdikian		Telephone Number: (213) 922-1033
8.	Project Manager: Roger Martin		Telephone Number: (213) 922-3069

A. Procurement Background

This Board Action is to approve Contract Modification No. 4 issued to prepare additional research and analysis to respond to public comments received on the Draft Environmental Impact Report (EIR) for the K Line Northern Extension Project and support future community engagement.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is a firm fixed unit price.

On August 27, 2020, the Board awarded a 30-month contract to Connect Los Angeles Partners, Joint Venture (WSP USA Inc. and AECOM Technical Services, Inc.) for environmental analysis (CEQA) and advanced conceptual engineering for the Crenshaw Northern Extension Corridor Project.

A total of three modifications have been issued to date.

Refer to Attachment B-1 – Contract Modification/Change Order Log.

B. Cost Analysis

The proposal will be subject to technical analysis, cost analysis, fact finding, and negotiations to determine the fairness and reasonableness of price.

PROCUREMENT SUMMARY

K LINE NORTHERN EXTENSION/PS44432000-030

1.	Contract Number: Task Order No. PS44432000-030			
2.	Contractor: Lee Andrews Group			
3.	Mod. Work Description: Prepare additional community engagement as part of the environmental review process and period of performance extension from June 30, 2025 through December 31, 2025.			
4.	Contract Work Description: K Line Northern Extension Outreach			
5.	The following data is current as of: 10/10/24			
6.	Contract Completion Status		Financial Status	
	Task Order Awarded:	10/01/20	Contract Award Amount:	\$903,223
	Notice to Proceed (NTP):	N/A	Total of Modifications Approved:	\$0
	Original Complete Date:	12/31/21	Pending Modifications (including this action):	Not-to-Exceed (NTE) \$550,000
	Current Est. Complete Date:	12/31/25	Current Contract Value (with this action):	NTE \$1,453,223
7.	Contract Administrator: Antwaun Boykin		Telephone Number: (213) 922-1056	
8.	Project Manager: Mark Dierking		Telephone Number: (213) 922-2426	

A. Procurement Background

This Board Action is to approve Modification No. 3 to Task Order No. PS444320000-030 issued to prepare additional community engagement as part of the environmental review process for the K Line Northern Extension Project. This Modification also extends the period of performance from June 30, 2025 through December 31, 2025.

This Task Order Modification will be processed in accordance with Metro's Acquisition Policy and the task order type is a firm fixed unit rate.

On October 1, 2020, staff awarded a fourteen-month task order to Lee Andrews Group to provide comprehensive outreach efforts to support the environmental impact report for the K Line Northern Extension Project.

Two modifications have been issued to date.

Refer to Attachment B-2 – Task Order Modification/Change Order Log.

B. Cost Analysis

The proposal will be subject to technical analysis, cost analysis, fact finding, and negotiations to determine the fairness and reasonableness of price.

CONTRACT MODIFICATION/CHANGE ORDER LOG

K LINE NORTHERN EXTENSION TRANSIT CORRIDOR/AE64930000

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	No cost period of performance (POP) extension through 12/29/23.	Approved	02/02/23	\$0
2	No cost POP extension through 4/30/24.	Approved	11/29/23	\$0
3	Reallocation of tasks and other direct costs and POP extension through 12/31/25.	Approved	04/29/24	\$0
4	Additional research and analysis to respond to public comments received on the draft environmental impact report and support for future community engagement.	Pending	Pending	Not-to-Exceed (NTE) \$2,300,000
	Modification Total:			NTE \$2,300,000
	Original Contract:		08/27/20	\$50,367,851
	Total:			NTE \$52,667,851

TASK ORDER MODIFICATION/CHANGE ORDER LOG

K LINE NORTHERN EXTENSION/PS44432000-030

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	No cost period of performance (POP) extension through 06/30/24.	Approved	02/13/23	\$0
2	No cost POP extension through 06/30/25.	Approved	06/13/24	\$0
3	Prepare additional community engagement as part of the environmental review process and POP extension through 12/31/25.	Pending	Pending	Not-to-Exceed (NTE) \$550,000
	Total Modification:			NTE \$550,000
	Original Task Order:		10/01/20	\$903,223
	Total:			NTE \$1,453,223

DEOD SUMMARY

K-LINE NORTHERN EXTENSION PROJECT/AE64930000

A. Small Business Participation

Connect Los Angeles Partners, A Joint Venture (CLAP) made a 21% Small Business Enterprise (SBE) and a 3.71% Disabled Veteran Business Enterprise commitment. The project is 54% complete and the current level of SBE participation is 16.36%, representing a shortfall of 4.64% and the DVBE participation is 6.50%, exceeding the commitment by 2.79%.

CLAP has a shortfall mitigation plan on file and contends that the shortfall is due to the scopes allocated to certain SBE and DVBE firms that have not yet been advanced by Metro. CLAP further contends that project changes in policy, project definition, and project needs have directly impacted the utilization of its SBE and DVBE subcontractors, as confirmed by Metro's Project Manager. CLAP reported that it projects the shortfall to be mitigated when scopes assigned to the firms are advanced and anticipates meeting the SBE and DVBE commitment by December 2025.

Small Business Commitment	21.00% SBE 3.71% DVBE	Small Business Participation	16.36% SBE 6.50% DVBE
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	SBE Subcontractors	% Committed	Current Participation¹
1.	Connetics Transportation Group, Inc.	0.29%	0.47%
2.	Del Richardson & Associates	1.17%	1.36%
3.	Here Design Studio, LLC	1.00%	0.64%
4.	Intueor Consulting, Inc.	4.37%	1.51%
5.	Jenkins/Gales & Martinez, Inc.	0.56%	0.34%
6.	JKH Consulting, LLC	0.11%	0.00%
7.	MLA Green, Inc.	0.63%	0.41%
8.	RAW International	2.34%	2.97%
9.	Suenram & Associates, Inc.	2.02%	1.70%
10.	Systems Consulting, LLC	0.47%	0.62%
11.	V&A, Inc.	5.31%	4.32%
12.	Vicus LLC	2.31%	1.22%
13.	Zephyr UAS, Inc.	0.42%	0.80%
	Total	21.00%	16.36%

	DVBE Subcontractors	% Committed	Current Participation¹
1.	Conaway Geomatics	2.70%	5.32%
2.	Leland Saylor Associates	0.71%	1.08%
3.	MA Engineering	0.30%	0.10%
	Total	3.71	6.50%

¹Current Participation = Total Actual amount Paid-to-Date to DBE firms ÷ Total Actual Amount Paid-to-date to Prime.

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this modification.

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this modification. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of \$2.5 million.

DEOD SUMMARY**K LINE NORTHERN EXTENSION PROJECT/PS44432008-030****A. Small Business Participation**

Lee Andrews Group, Inc. (LAG), a Small Business (SB) prime bench participant, made an overall 80% DBE, 80% SBE and a 3% DVBE commitment on this Task Order (TO) contract. To date, LAG has been awarded thirteen (13) non-federally funded TO's. LAG has not been awarded any federally funded TO's nor has any TO's that included scope allocated to LAG's DVBE firms been advanced by Metro. The project is 47% complete and the current level of overall SBE participation is 100%, exceeding the commitment by 20%.

On the K Line Northern Extension Project TO-030 (PS44432041), LAG made a 100% SBE commitment. The TO is 43% complete and the current level of SBE participation is 100%, meeting the SBE commitment.

Small Business Utilization Commitment	100% SBE	Small Business Participation	100% SBE
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	SBE Subcontractors	% Committed	Current Participation¹
1.	Lee Andrews Group, SB Prime	100%	97.26%
2.	JKH Consulting, LLC	Added	0.13%
3.	Trifiletti Consulting, Inc.	Added	2.61%
	Total	100%	100%

¹Current Participation = Total Actual amount Paid-to-Date to SBE firms ÷ Total Actual Amount Paid-to-date to Prime.

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this modification.

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this modification. DEOD will monitor contractors' compliance with the State of California Department of Industrial

Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

D. Project Labor Agreement/Construction Careers Policy

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HOLLYWOOD

Next stop: key rail connections.

K LINE NORTHERN EXTENSION

Planning &
Programming
Committee
October 2024
File ID: 2024-0537



Metro

Recommendation for the Metro Board

AUTHORIZE the Chief Executive Officer (CEO) to negotiate and execute:

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K Line Northern Extension (KNE) Overview

Project extends the K Line from E to B Line

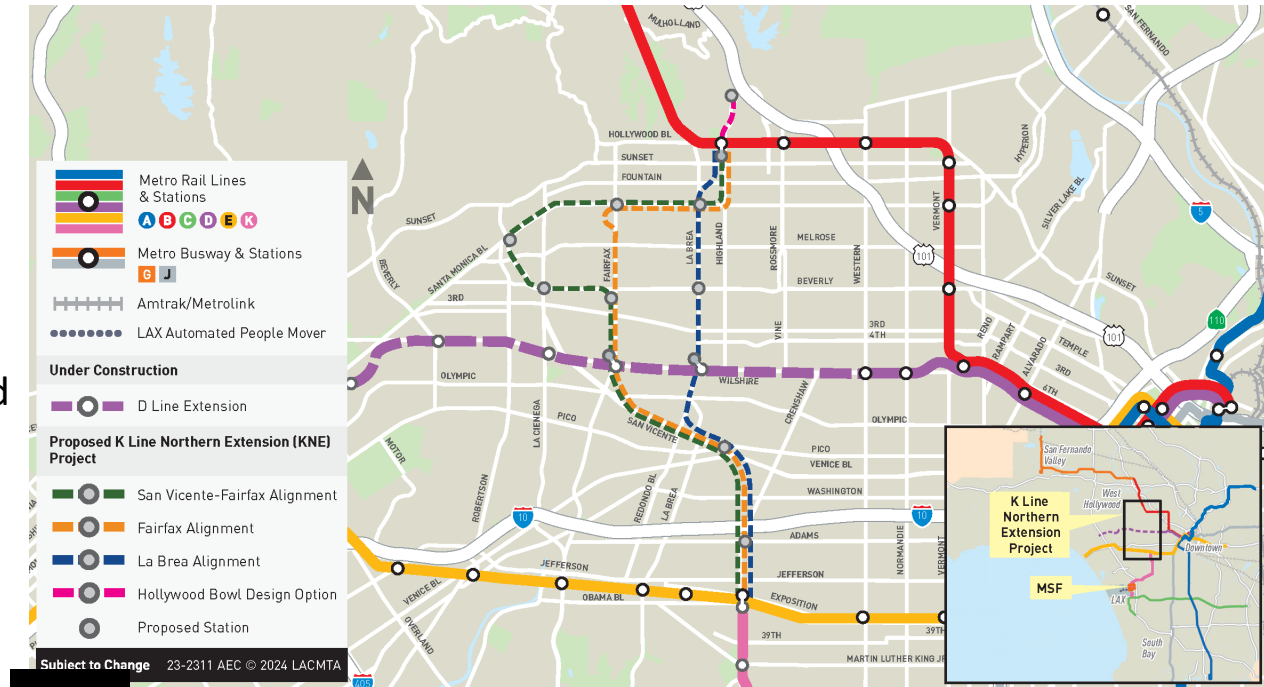
- Closes gap in regional transit network
- Connects 4 Metro Rail lines and 6 of the top 10 busiest bus lines in LA County
- Serves major employment/activity centers
- Measure M: \$2.24 Billion (2015\$)
 - 2041 Groundbreaking
 - 2047-2049 Opening
- Draft EIR to inform selection of LPA



K Line Northern Extension Alignments

Draft EIR evaluates underground light rail alignments

- San Vicente-Fairfax
- Fairfax
- La Brea
- Optional Terminus and Additional Station at Hollywood Bowl
- Expansion of Maintenance Yard (Division 16) near LAX



Recent Engagement & Feedback

- Released Draft EIR on July 23rd for 60-day public comment period that closed September 20th
- Held 3 public hearings and community meeting on Sept 4th at Nate Holden Performing Arts Center
- Currently reviewing 1,300 comments
- **Common themes heard at recent meetings**
 - Concerns about outreach and notification
 - Concerns about real estate values and tunneling under homes
 - Questions about the screening process for alignment options and decision-making to select a preferred route (between proposed Crenshaw/Adams Station and Midtown Crossing Station located near Victoria Park, LaFayette and Wellington Square neighborhoods)



KNE Public Hearing (August 10, 2024)

Next Steps with Contract Modifications

Metro will continue to review public comments. Pending approval of the contract modifications, the project team would perform additional studies and share findings with the community for input.

- Evaluate potential refinements to the alignment between I-10 and Venice Blvd. to minimize tunnels below the historic neighborhoods of LaFayette Square, Wellington Square and Victoria Park.
- Provide summary of tunnel analysis performed for Draft EIR per CEQA and findings from D Line construction to provide clarity on existing data for ground conditions and identify where supplemental analysis could occur to address community concerns (e.g. noise, vibration, settlement, potential affects to older buildings and historic structures).
- Share findings from additional analysis with the community to respond to questions and concerns.
- Continue to gather input on the project to inform future staff recommendation on the preferred route (Locally Preferred Alternative).