



NORTHERN EXTENSION OF THE **CRENSHAW/LAX LINE**

**PROJECT BACKGROUND, STATUS,
AND NEXT STEPS**

December 2020

A Metro Measure M Project

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NORTHERN EXTENSION OF THE CRENSHAW/LAX LINE



Project Fact Sheet and Regional Destinations Map

Crenshaw North is an approximately nine-mile extension of the under-construction Crenshaw/LAX light rail line from its current northern terminus at the Metro E Line (Expo) to the Hollywood/Highland B Line (Red) Station and the Hollywood Bowl.

Key Project Benefits

-  **90,000 estimated average daily riders.**
 - More than any light rail line in the U.S.
 - Over 32,000 low-income riders
-  **Connects five Metro Rail Lines unlocking the heart of the city:**
 - Metro’s B (Red), D (Purple), E (Expo), C (Green), and Crenshaw South
 - Leveraging existing east-west transit investments with a north-south connection that reduces the need to travel downtown to transfer
-  **Serves as a “wellness line” connecting major healthcare centers including:** Cedars Sinai Medical Center, Olympia Medical Center, Kaiser Permanente Baldwin Hills, and St. Johns Well Child and Family Center expanding access to healthcare and related job centers.
-  **The Extended Crenshaw Line would serve:***
 - 249,000 jobs (14,200 retail, 58,400 service, 20,100 office)
 - 324,000 residents
 - 770 regional destinations
 - 70,900 0 to 1 car households
 - population and employment densities over 10-12 times higher than L.A. County averages
-  **Makes a one-seat ride from Torrance to Hollywood possible connecting the South Bay to the San Fernando Valley via the Red Line.**
 - 58 minutes every time, regardless of traffic
-  **Provides a one seat ride from Hollywood, West Hollywood, and Mid City to the new Aviation 96th St Station at Los Angeles International Airport (LAX).**
-  **Provides an alternative to three of the 20 bus corridors in the County where bus speeds are most severely impacted by congestion.**
 - Santa Monica Blvd. (the most congested bus corridor countywide), Fairfax Ave. (5th), and La Cienega Blvd. (11th)
-  **Expands high-quality transit to places Angelenos and visitors already want to go including:** the Hollywood Bowl, The Grove and Farmers Market, and Pacific Design Center/West Hollywood Rainbow District, Little Ethiopia, Inglewood Sports and Entertainment District (the Forum, SoFi Stadium), LACMA/Museum Row, Mid City and West Adams, and Destination Crenshaw.

* Estimated with a half mile buffer around the San Vicente alignment including the under construction portion of the Crenshaw /LAX Line



Crenshaw Northern Extension Illustration (Metro, November 2020)

CURRENT STATUS

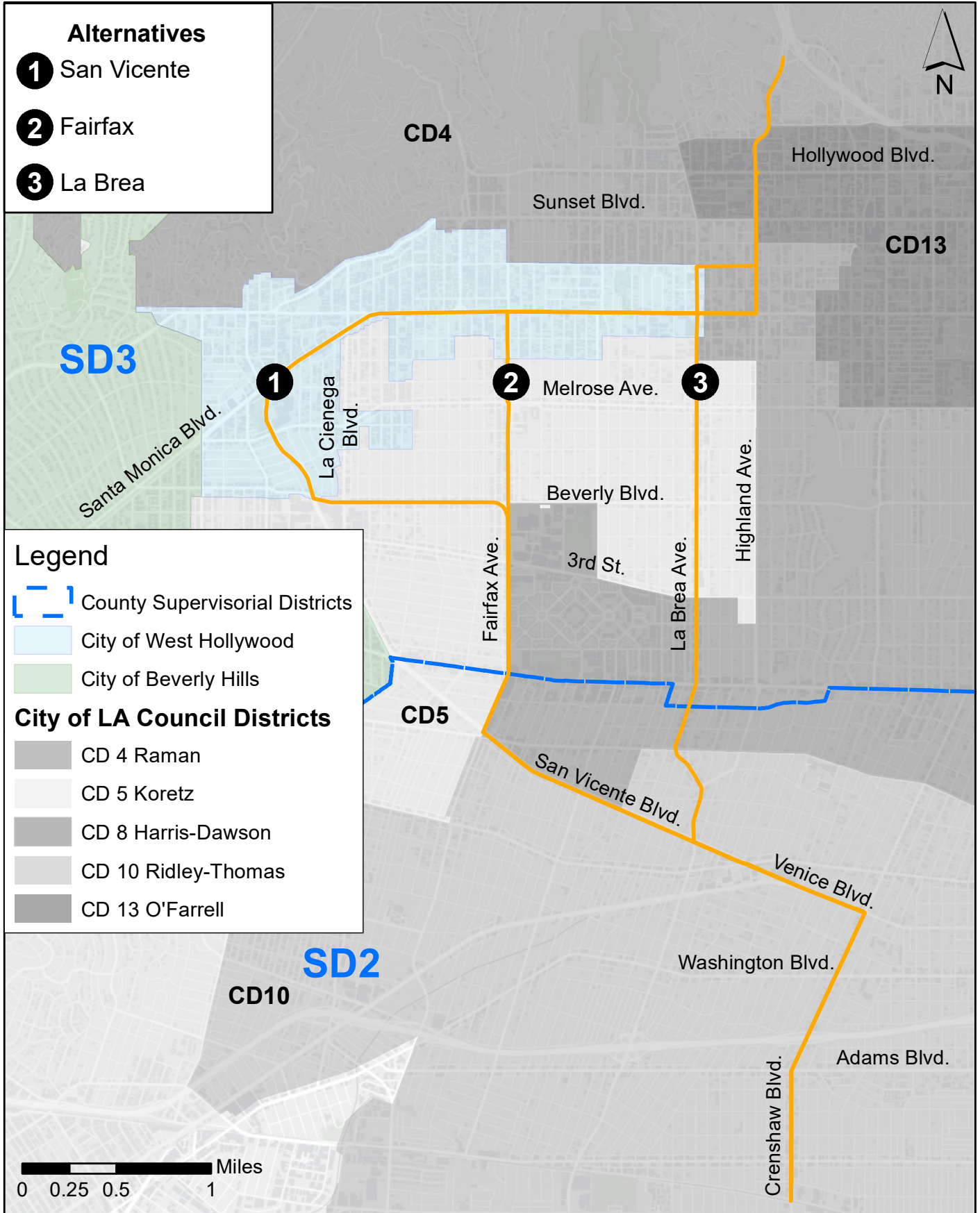
- Metro California Environmental Quality Act (CEQA) environmental review process underway
 - Metro is currently focused on refining alternative assumptions prior to scoping and outreach
 - Metro will need to augment project appropriations in future budget cycles for timely completion
- City of West Hollywood rail integration study underway including technical analysis and community outreach to inform Metro's design. Key topics include:
 - Station portal locations
 - City priorities for station plaza amenities or activation
 - First/last mile analysis
 - Proactive assessment of potential mitigation strategies for identified community concerns such as:
 - Construction impacts on small businesses
 - Displacement and gentrification pressures on tenants
 - Universal safety and accessibility



NEXT STEPS

- Metro environmental scoping and outreach spring-summer 2020
- City of West Hollywood internal outreach spring-summer 2020
- Draft environmental impact report (EIR)
- Interagency discussions with Metro, City of Los Angeles, County of Los Angeles, and City of West Hollywood:
 - Implementation of [City of Los Angeles Council Motion](#) on acceleration
 - Potential plan of finance and funding tools
 - Development of corridor-specific anti-displacement policies and programs
 - Master cooperative agreement (MCA) negotiation
- Metro consideration of additional National Environmental Policy Act (NEPA) document necessary for federal funding or financing
- Metro decision on a single locally preferred alternative (LPA)

Crenshaw/LAX Line Northern Extension Alignments and Jurisdiction Boundaries



Updated 12/3/20

PROJECT PROFILE

8.5 miles of the Metro Crenshaw/LAX line are currently under construction in Los Angeles, Inglewood, and El Segundo from the Metro C Line (Green) to the E Line (Expo) where [the current project](#) terminates at the existing Expo/Crenshaw station. The Crenshaw Northern Extension project (Crenshaw North) would bring light rail north through Mid City, West Hollywood, and Hollywood to the Metro B Line (Red) resulting in between 5-9 new stations over 6.5-9.5 miles depending on which alignment is selected.

Crenshaw North will connect the South Bay, LAX, South Los Angeles, Inglewood, and Crenshaw to 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). Measure M allocates \$2.24 billion towards the project with groundbreaking not scheduled until 2041 though efforts are underway with Metro decision-makers to accelerate this timeline by up to 20 years.

PROJECT BENEFITS

Crenshaw North will unlock the heart of the City by closing a major north-south transit gap and leveraging the major east-west transit investments Metro has already made in Central Los Angeles and the Westside and reducing the need for countless riders to travel downtown to transfer. The project would link four Metro Rail lines (C (Green), E (Expo), D (Purple), and B (Red)) and five of the top ten busiest bus lines in the county enabling it to function as a second regional connector while providing a high quality alternative to three of the twenty bus corridors in the County where bus speeds are most severely impacted by congestion.

MORE RAIL, LESS TRAFFIC

REDUCED TRAVEL TIMES WITH THE CRENSHAW NORTHERN EXTENSION



Ucla

Westwood to Leimert Park



44 minutes



25 minutes



HOLLYWOOD

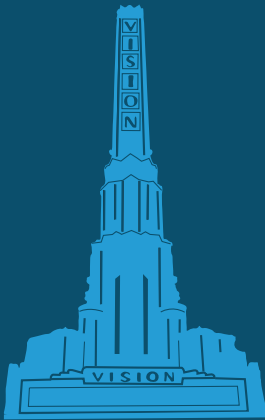
Hollywood to LAX



64 minutes



35 minutes



Leimert Park to The Grove



47 minutes



17 minutes



Source: Metro Advanced Alternatives Analysis Study, February 2020.

Crenshaw North will link together major healthcare, employment, and cultural destinations expanding access to healthcare and opportunity for historically underserved communities along the corridor and beyond. Together with the under construction Crenshaw Line, Crenshaw North will provide key connections from LAX and Inglewood in the south to destinations in Central Los Angeles, West Hollywood, and Hollywood such as: Destination Crenshaw, LACMA, the Original Farmers Market, the Grove, Cedars-Sinai Medical Center, the West Hollywood Rainbow District, and the Hollywood Bowl. Along the way, Crenshaw North will serve some of the densest, most transit dependent, and most job rich neighborhoods in the region.



As a nationally recognized health care destination and the sixth largest employer in the county, accessibility to the communities we serve – including the provision of safe, cost effective and healthy transportation options – is of paramount importance.

In working with our neighbors in the Cities of West Hollywood, Beverly Hills and Los Angeles we believe that the Northern Extension of the Crenshaw/LAX Line is the best opportunity to address the transportation needs of our communities, and we ask that you prioritize this regionally significant project for construction within the next decade.

- Letter from Cedars-Sinai to LA Metro

By expanding high quality transit to places Angelenos already want to go and improving system efficiency, Crenshaw North is projected to serve 88,000-90,000 daily riders—more than any light rail line in the Country and on par with Metro’s heavy rail lines (the Metro B and D Lines, formerly known as the Red and Purple Lines). In addition, Crenshaw North will help reduce congestion and greenhouse gas emissions, improve transit as a sustainable and efficient alternative to driving, and, when the current COVID crisis has abated, promote mobility resilience and car-free tourism across the region. These co-benefits are consistent with and supportive of the recommendations in the final report of Metro’s Recovery Task Force.



Though planning on Crenshaw North only kicked off in the 2000s, the communities it will run through (Crenshaw, Mid City, West Hollywood, and Hollywood) were built around historic Pacific Electric Streetcar lines like this one at San Vicente/ La Brea in 1936 (Metro Library).

BACKGROUND

A Northern Extension of the Crenshaw/LAX light rail transit project was first identified as a part of planning studies for the Crenshaw/ LAX Line project in 2009. Studies at that time considered an extension of the

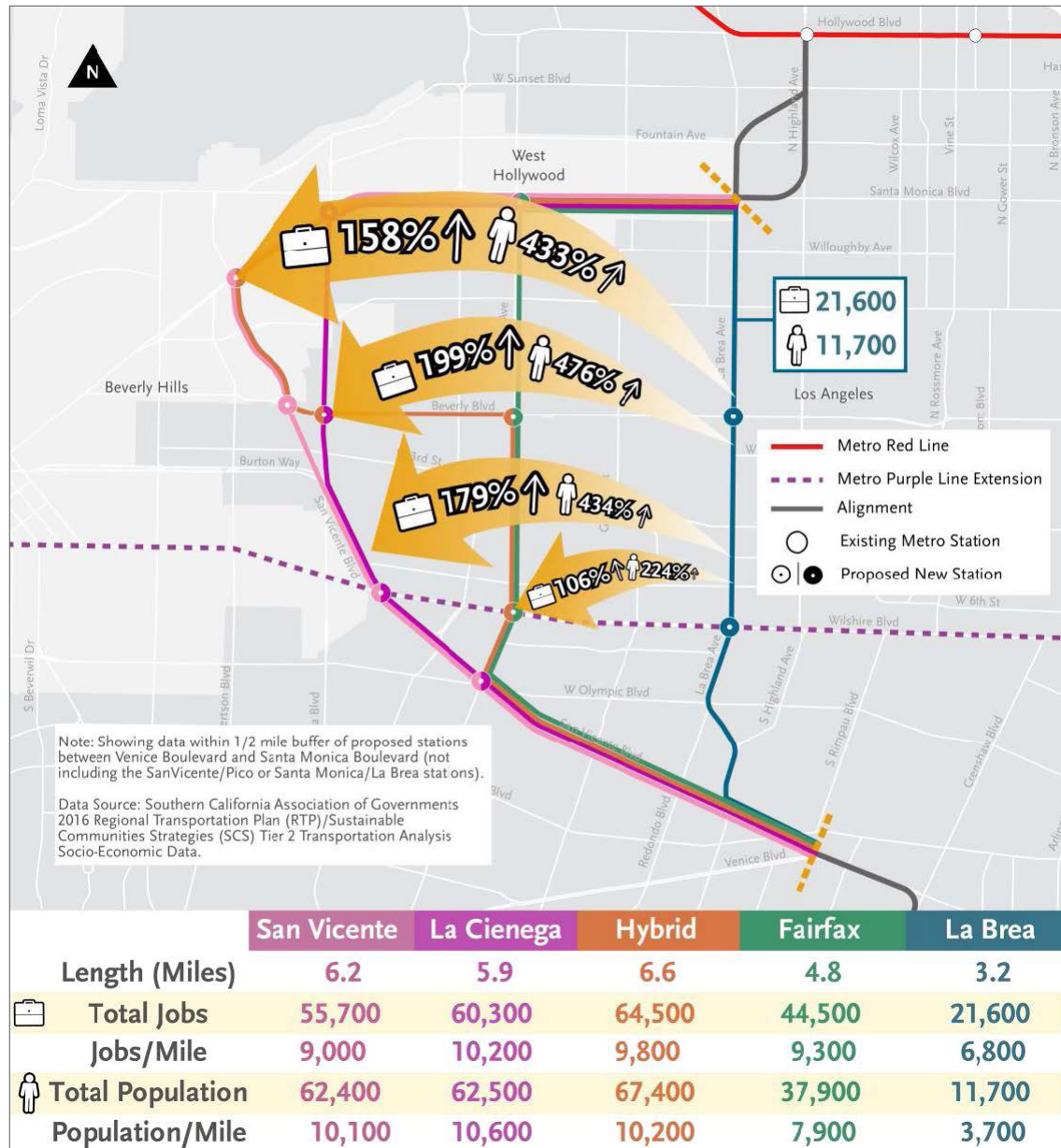
Crenshaw/LAX Line north of the Metro E Line (Expo) to the Metro D Line (Purple) beneath Wilshire Blvd., with the potential to ultimately extend farther north to the Metro B Line (Red) in Hollywood. Funding for the extension was not yet identified so the northern terminus of the original Crenshaw/LAX project was set at the Expo/Crenshaw Station and further studies of the northern extension were deferred.

In February 2016, the Crenshaw Northern Extension (Crenshaw North) project was [included in Metro's "Operation Shovel Ready Initiative"](#) list of projects for advancement through early stages of project planning. The Crenshaw Northern Extension Feasibility Study was initiated in May 2016. Following the passage of Measure M in November 2016, the study was further expanded to include an Alternatives Analysis.

The Feasibility/Alternatives Study defined and analyzed four potential alignment alternatives that could extend the Crenshaw/LAX Line northward from the Metro E Line (Expo) to the Metro D Line (Purple) beneath Wilshire Blvd. and onward to the Metro B Line (Red) in Hollywood, as well as one alignment alternative that would extend from the E Line to the B and D Line Wilshire/Vermont Station in Koreatown, bypassing much of Mid City Los Angeles and all of the City of West Hollywood.

In May, 2018 the West Hollywood City Council unanimously adopted [a resolution confirming the City's support for accelerating the Crenshaw North](#), exploring ways to bring additional funding to the project, and reaffirming the City's commitment to adopt and implement policies and programs consistent with Metro's Early Project Delivery Strategy. The Resolution made the City the first of the 88 cities in Los Angeles County to seek acceleration of a transit project under Metro's adopted guidelines.

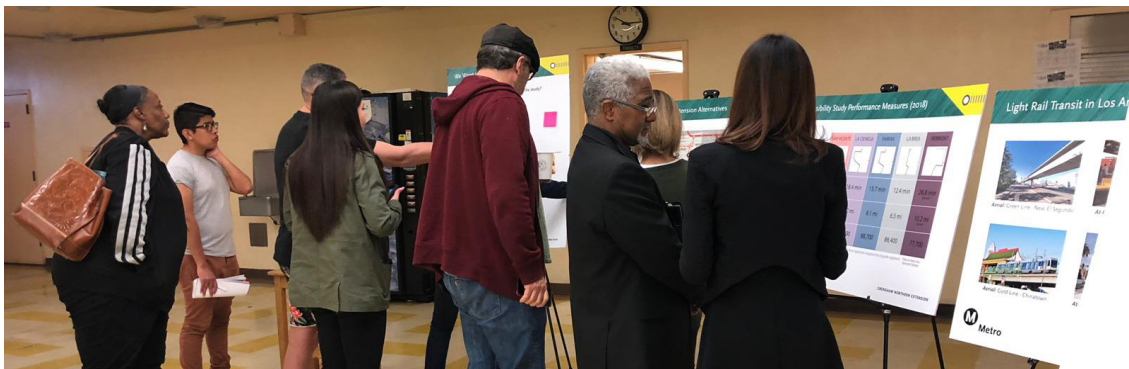
In July 2018, the Crenshaw Northern Extension [Feasibility/Alternatives Analysis Study](#) was completed and presented to the Metro Board. The Study recommended dropping the Vermont Alternative and conducting additional technical analysis on the remaining alternatives. Metro staff were directed by the Board to meet with the cities of West Hollywood and Los Angeles to review next steps in the planning process and report back.



One of the findings of Metro’s Feasibility Study was that the number of households and jobs served increases dramatically on the Western Alignments. This is the updated image from the subsequent Metro Screening Study as it includes the new Hybrid alignment. (Metro Advanced Alternatives Screening Study, February 2020).

In September, 2018, the Metro Board unanimously approved next steps for the project including “preparation of an Advanced Alternatives Screening Study with further engineering design, initiation of the procurement process for a Project Environmental Impact Report (EIR) with additional studies to facilitate subsequent National Environmental Policy Act (NEPA) review, conducting public/stakeholder engagement and supporting the City of West Hollywood in preparing a Funding and Delivery Plan, with all work efforts subject to subsequent funding appropriations by the Board of Directors...”

Metro’s subsequent Advanced Alternatives Screening Study (Screening Study) was conducted from December 2018 to February 2020 and included broad public outreach and further technical study to narrow and refine the alternatives including more detailed design, a transit-oriented communities assessment, and cost estimation to support public engagement and assessment of the alternatives.



Metro community meeting

Two separate rounds of community meetings were conducted throughout the study area to raise awareness about the Study and gather input on the alternatives. Community input resulted in two significant additions: 1) the introduction of a new San Vicente/Fairfax Hybrid alignment that would allow the project to serve virtually all major destinations in the Study Area by travelling north on both Fairfax Ave. and then San Vicente Blvd. by traveling between the two via Beverly Blvd. before reaching Santa Monica Blvd. and 2) the introduction of an additional station at the Hollywood Bowl.

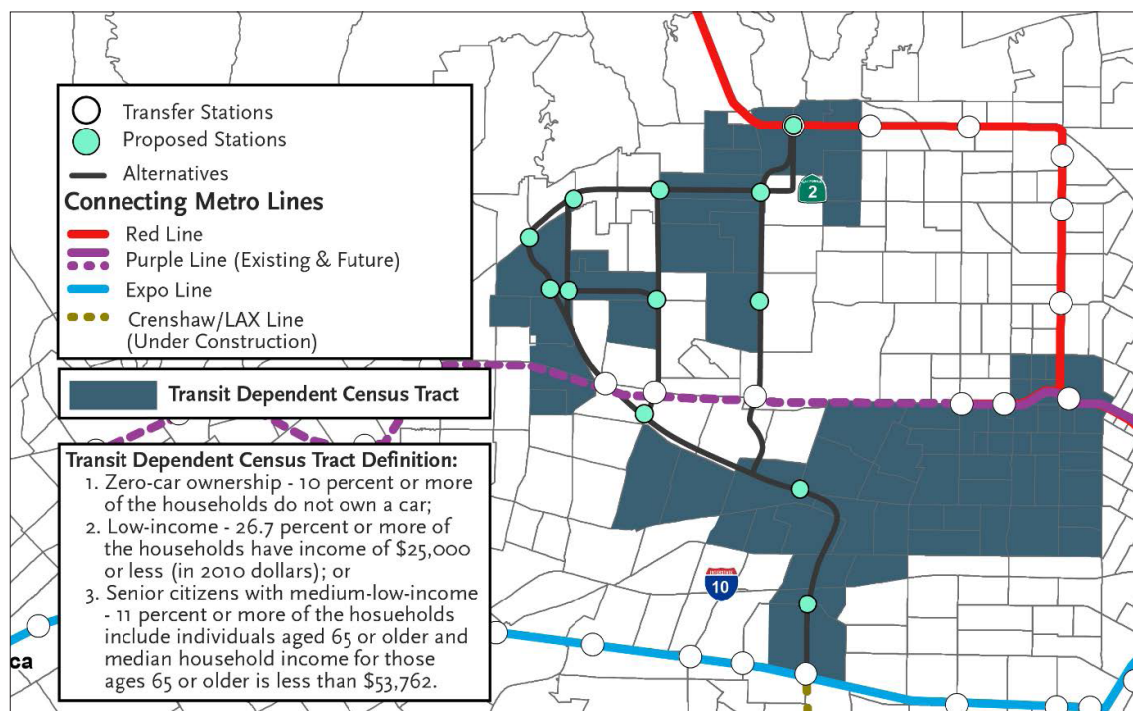


The LA Phil chose Inglewood as its site for the Beckmen YOLA Center, in part, because of its proximity to the METRO stop. We speculate that this will ease the issues faced by families and young people about how to get from one place to the other in Los Angeles using public transportation. That this Crenshaw North line has the potential to make more accessible the Hollywood Bowl to more communities would be a remarkable, positive outcome, where transit would contribute to community cohesion.

- Letter from the Los Angeles Philharmonic Association
to Metro

In March 2020, the Los Angeles City Council unanimously adopted a [motion](#) that endorsed acceleration of the Crenshaw North project, stating in part that “the City of Los Angeles should expand and formalize participation and coordination to facilitate efficient coordination, mutually beneficial outcomes, and potential project acceleration.” The Motion directs City of Los Angeles staff to review and comment on Metro’s EIR, develop anti-displacement policies and programs protecting tenants and small businesses along the corridor and encouraging affordable housing production, and analyze the viability of potential funding mechanisms such as an enhanced infrastructure financing district.

[The Final Screening Study](#) was released in August 2020 and recommended further analysis of a potential station at the Hollywood Bowl and reducing the number of routes to carry forward in Metro’s upcoming EIR to three remaining alternatives: 1) a San Vicente/Fairfax Hybrid route, 2) a Fairfax Ave. route, and 3) a La Brea Ave. Route. A La Cienega Blvd. approach to Santa Monica Blvd. was dropped from further consideration due to major challenges like tunnel turn radii between Beverly Blvd. and La Cienega Blvd., poor station configuration options at Beverly Blvd., adjacent development proposals in Los Angeles, and construction staging difficulties. The San Vicente/Hybrid alignment was advanced over a pure San Vicente alignment to facilitate a seamless connection to Metro’s under construction D Line (Purple) extension where some 17,000-19,000 riders are expected to transfer between the two lines daily.



A key finding of Metro’s Screening Study was the potential to serve transit dependent census tracts with increased concentrations of zero-car, low income, or senior households. (Metro Advanced Alternatives Screening Study, February 2020)



Crenshaw North Remaining Alternatives (Metro, November 2020)

At the same time, Metro staff also released their [outreach report](#) summarizing the feedback they received over the last year and a half. Key themes outlined in the outreach report include documentation of consistent support for a western alignment like the San Vicente/Hybrid dramatically outpacing support for other routes under consideration, concerns about grade separation and the potential for gentrification and displacement, the importance of connectivity to other lines, and finally the importance of accelerating the project.

Both documents were included in the agenda for Metro’s Planning and Programming Committee on August 19, 2020 along with a CEQA EIR Contract for Metro Board consideration. The EIR contract was ultimately passed unanimously by both the Metro Planning and Programming Committee and the full Board of Directors in August, 2020. After years of advocacy, this approval was a huge milestone for the project that will pave the way for the selection of a single locally preferred alternative (LPA) and an environmentally cleared and shovel-ready project eligible for consideration under state or federal funding or financing programs.

Concurrent with preparation of Metro’s technical studies, the City of West Hollywood prepared and transmitted to Metro the “[Crenshaw Northern Extension Funding and Delivery Strategic Plan Phase I: Funding Capacity Analysis](#)” as well as a [cover memo](#) that summarized the plan and put all related documents in context. The Plan documented that the City of West Hollywood could potentially contribute up to \$1.13 billion in locally generated funds to support acceleration of the Crenshaw North project over a 45 year period. The Plan also demonstrated that additional potential revenues of up to \$5.0 billion could be generated by a creative partnership between Metro the cities of Los Angeles and West Hollywood, along with the County of Los Angeles.

Development of the Plan was initiated to study how the City could generate additional local, state, federal, and private investment to support accelerating the CNE project by almost 20 years. This funding and financial analysis was conducted with input from Metro staff as well as staff from both the City and County of Los Angeles. The analysis focused on four potential funding strategies: (a) leveraging Metro Local Return Funds received by the City of West Hollywood; (b) implementing a potential citywide sales tax in West Hollywood; (c) generation of new billboard advertising revenues around future station sites; and (d) implementation of an Enhanced Infrastructure Finance District (EIFD). The study also preliminarily examined the potential for a joint development project at the Metro Division 7 Bus yard in West

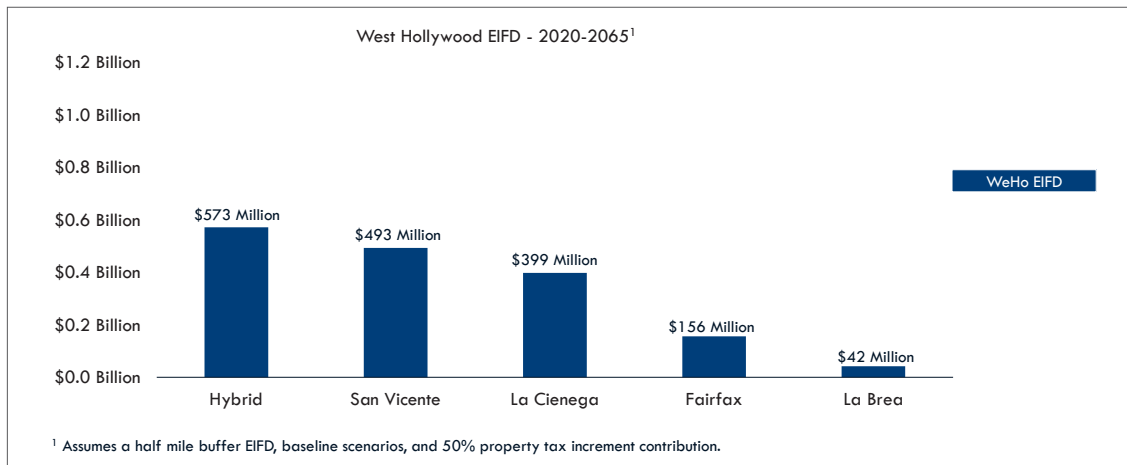
Hollywood. Such a joint development could also serve as a rail station and funding source, however, because the analysis was only high level and preliminary, the potential funding was not included in the totals, but should be studied in further detail moving forward. In addition to transit funding, the City's funding plan also introduced the concept of dedicating a portion of revenue collected in a potential financing district to other shared goals like affordable housing as well as the potential to use such a district to implement anti-displacement policies along the Crenshaw North corridor.

For more details on project background, see the full [Project Chronology here](#).

NEXT STEPS

Metro's CEQA environmental review will take up to 36 months and will include additional Metro community outreach through a separate Metro bench contract. To ensure the environmental work is completed in a timely fashion, City staff will work with Metro and our agency partners to increase appropriations and accelerate the schedule for this work as Metro's revenues recover from pandemic lows in subsequent budget cycles. Over the course of the EIR, West Hollywood staff will be coordinating closely with Metro, the County of Los Angeles, and the City of Los Angeles—something greatly facilitated by the [City of Los Angeles Council motion](#) supporting project acceleration and establishing a framework for interagency coordination going forward.

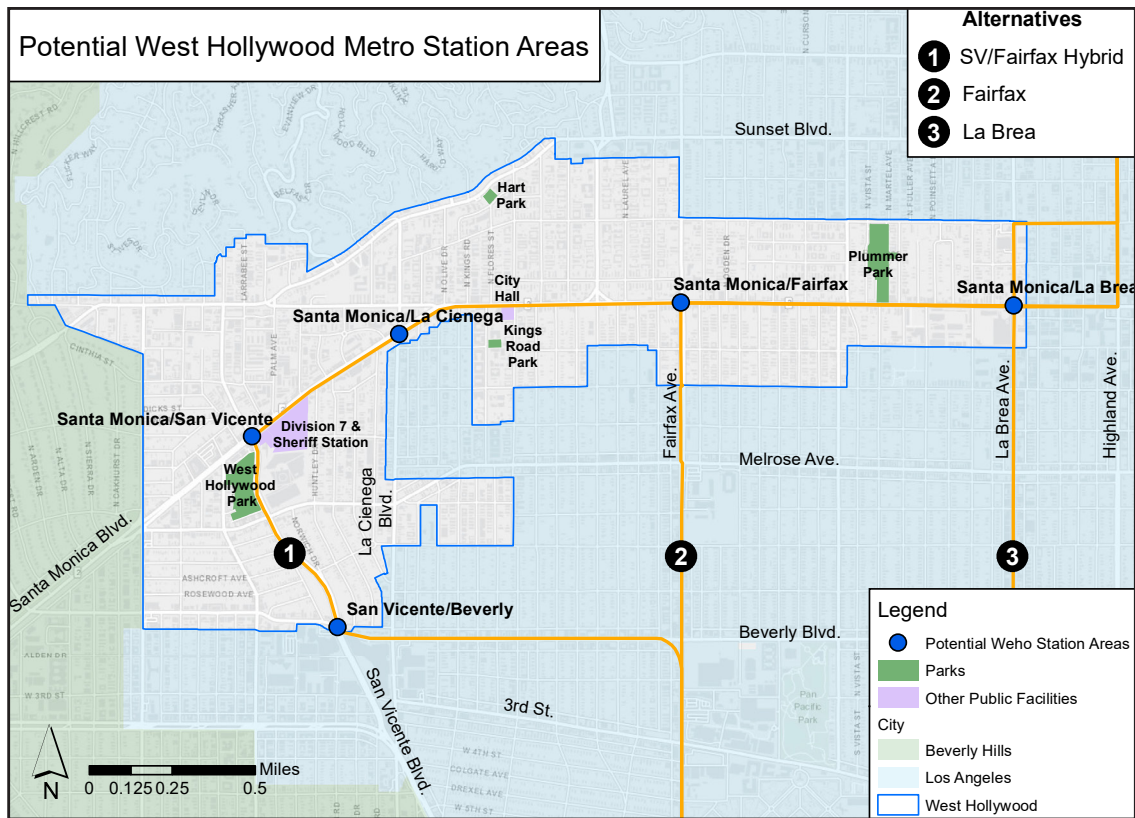
Early milestones in Metro's environmental process will include focused Metro efforts to further refine the alternative routes under consideration during scoping to be conducted over the next several months prior to concentrated work on the Draft EIR document. At a later point in the environmental process, the Metro Board will have to make a discretionary decision about whether to initiate the advanced conceptual engineering portion of the contract and ultimately a contract amendment to allow for additional National Environmental Policy Act (NEPA) environmental review necessary for consideration under



The City of West Hollywood Funding Study identified a range of potential funding sources including a potential Enhanced Infrastructure Financing District which would generate significant revenue over 45 years. Participation by the City and/or County of Los Angeles would greatly enhance this value and favorable federal financing could help leverage this funding stream upfront to implement the project.

federal programs. Metro has indicated that this decision will likely be based on how promising the City’s efforts to build consensus around a potentially implementable plan of finance appears at that time. Intensive stakeholder and broader community engagement in this process will be key to ensuring favorable outcomes.

Concurrent with the Metro EIR process, the City of West Hollywood is conducting a Rail Integration Study consisting of a variety of focused technical analyses to inform Metro’s station design and City advocacy to ensure it meets local needs, identify potential first/last mile projects for inclusion in Metro’s analysis and regional funding programs, and evaluate potential mitigation strategies to address previously identified community concerns like construction impacts and proactive tenant and small business protection from potential displacement pressures. Conducting this analysis early will allow the City to build consensus around related local design decisions and priorities and reduce the need for expensive retrofits or delays when Metro’s more intensive engineering work—and eventually construction—begins.



City of West Hollywood, November 2020

A key element of the Rail Integration Study will be to understand the tradeoffs of various more specific potential station portal locations within each general station area in terms of local access and community integration. Additional topics of analysis will include how the City can ensure Metro’s station plaza designs do not preclude any City priorities for station plaza amenities or activation.

One important aspect of the Rail Integration Study is the proactive assessment of potential mitigation strategies for some of the community concerns that have already been identified such as construction impacts on small businesses, displacement and gentrification pressures on tenants, and universal safety and accessibility. This analysis is intended to propose strategies that could be enacted along the corridor in both Los Angeles and West Hollywood, potentially leveraging the boundaries of any proposed special districts (such as an EIFD) which have been proposed as a strategy to help close the funding gap to construct the rail project.

KEY REGIONAL SUPPORTERS



of the Northern Extension of
the Crenshaw/LAX Line

- BizFed
- Los Angeles Area Chamber of Commerce
- Hollywood Chamber of Commerce
- West Hollywood Chamber of Commerce
- Crenshaw Chamber of Commerce
- Inglewood Airport Chamber
- Torrance Area Chamber of Commerce
- Rotary Club of Inglewood
- Visit Weho
- Gateway Los Angeles Airport Business District
- Greater Los Angeles Realtors
- Ethiopian Community Development
- Little Ethiopia Cultural Center
- Little Ethiopia Business Association
- LiUNA! Local 300
- SEIU-UHW United Healthcare Workers West
- Cedars-Sinai
- St. Johns Well Child & Family Center
- American Cancer Society Cancer Action Network
- LA Phil
- CIM
- Beverly Center
- The 1 Hotel
- Hollywood Hills West Neighborhood Council
- Outpost
- The Lot
- Miracle Mile Democratic Club
- Thrive Hermosa
- West Hollywood Bicycle Coalition
- City of Beverly Hills
- City of Culver City
- City of Hermosa Beach
- City of Inglewood
- City of Santa Monica
- City of West Hollywood
- South Bay Cities Council of Governments
- Westside Cities Council of Governments
- Los Angeles Community College District
- U.S. Representative Adam B. Schiff, 28th
- U.S. Representative Ted W. Lieu, 33rd
- U.S. Representative Karen Bass, 37th
- California State Senator Benjamin Allen, 26th
- California State Assemblymember Richard Bloom, 50th
- Los Angeles City Councilmember David Ryu, 4th (2015-2020)
- Los Angeles City Councilmember Paul Koretz, 5th
- Los Angeles City Councilmember Herb Wesson, 10th (2005-2020)
- Los Angeles County Supervisor Sheila Kuehl, 3rd
- Redondo Beach Councilmember Christian Horvath

LETTERS OF SUPPORT

for the Northern Extension of the Crenshaw/LAX Line



Businesses, Associations, & Trade Unions



Health, Neighborhood, & Community Organizations



Government & Education



Elected Officials:

US House of Representatives:
 Adam B. Schiff, 28th District
 Ted W. Lieu, 33rd District
 Karen Bass, 37th District

California State Senate
 Benjamin Allen, 26th District

California State Assembly
 Richard Bloom, 50th District

Los Angeles City Council
 David Ryu, 4th District (2015-2020)
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