

We're planning rail to bridge divides.

CRENSHAW NORTHERN EXTENSION Fact Sheet



The Crenshaw/LAX Northern Extension Project will create an important north-south rail connection to create more access to opportunity for all.

Overview

The Crenshaw/LAX Northern Extension Project will extend transit service from the Metro Expo/Crenshaw Station north to the Metro B Line (Red) Hollywood/Highland Station and potentially to the Hollywood Bowl, serving many communities from the LAX area, South Los Angeles, Inglewood, the Crenshaw Corridor to Mid City, Central Los Angeles, West Hollywood and Hollywood.

This project will create more connectivity in Metro's rail and bus network by linking four Metro Rail lines and five of the busiest routes in LA County.

The project study area is approximately 16 square miles and includes portions of the cities of Los Angeles and West Hollywood, an area with more than 170,000 jobs and many destinations of regional interest.

The Crenshaw/LAX Northern Extension Project is a Measure M Project with a groundbreaking date of FY 2041 and project completion date in FY 2047. \$2.24 billion in Measure M funds (\$2015) were allocated for this project. Metro is conducting this study now because there are efforts underway to identify funding to accelerate this schedule.

Project Update

Metro is currently preparing an Environmental Impact Report (EIR), or environmental study, that will analyze three potential alignments to determine which route will be built, as well as locations for a maintenance and storage facility to support eventual rail operations of this project.

The three route alternatives all begin at the Metro Expo/Crenshaw Station and end at the Hollywood/Highland Station, with a potential extension to the Hollywood Bowl. The options head north along Crenshaw Bl and then continue as follows:

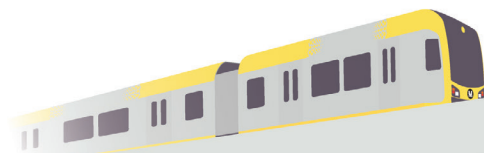
- > **La Brea Alternative:** This alternative heads northwest on San Vicente Bl and north on La Brea Av where it will connect with the future Metro D Line (Purple) station at Wilshire/La Brea. From there it continues north on La Brea Av to connect with the Metro B Line (Red).
- > **Fairfax Alternative:** This alternative heads northwest on San Vicente Bl and north on Fairfax Av where it will connect with the future Metro D Line (Purple) station at Wilshire/Fairfax. It continues north on Fairfax Av, east on Santa Monica Bl, and turns north to connect to the Metro B Line (Red).
- > **Fairfax-San Vicente Alternative (Hybrid):** This alternative heads northwest on San Vicente Bl, then north on Fairfax Av connecting to the future Metro D Line (Purple) 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 to connect to the Metro B Line (Red).

Potential locations for a maintenance and storage facility could include expanding the Southwest Rail Yard (Division 16), or identifying other areas adjacent to the Metro C Line (Green) or the Crenshaw/LAX Transit Project.

Virtual Public Outreach

Due to the COVID-19 pandemic and social distancing requirements, public comments will be collected via email, scoping and community meetings on Zoom, and other virtual public engagement opportunities.

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Study Schedule

Early public outreach for the EIR, called the “scoping period,” is expected to start in Spring 2021. During this stage, Metro will engage communities to learn about priorities and preferences, and answer any questions, while conducting further technical analysis to inform the environmental study.

Metro is scheduled to publish a Draft Environmental Impact Report (DEIR) in Winter 2023, which will recommend a Locally Preferred Alternative (LPA) to move forward as the final project in the Final Environmental Impact Report (FEIR), which is scheduled for Summer 2024.



ONGOING PUBLIC PARTICIPATION

CONTACT US

Metro invites you to stay involved and share your feedback.

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