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Board approves Light Rail Transit as Locally Preferred Alternative for Crenshaw/LAX Transit Corridor Project

By José Ubaldo

(Dec. 10, 2009) The Metro Board today approved light rail transit as the Locally Preferred Alternative (LPA) for the Crenshaw/LAX Transit Corridor transportation project.

The light rail alternative will be 8.5 miles in length from the Metro Green Line Aviation Station to the Expo Line, now under construction, at Crenshaw and Exposition boulevards, with a travel time estimated at 20 minutes. There will be seven new stations plus an option for one more. The final Environment Impact Study/Environment Impact Report could be ready by the end of 2010, with the line scheduled to open in 2018.

The project is estimated to cost \$1.3 billion in today's dollars. An estimated 7,800 construction jobs will be created annually by the project.

Funding will come from Measure R, the half-cent sales tax initiative approved by Los Angeles County voters last November to improve the region's mobility and create the transportation infrastructure needed to help resolve local traffic congestion, air pollution and enhance economic development.

The Board also approved a motion by Los Angeles County Supervisor Mark Ridley-Thomas to study the costs and impacts of constructing a one-mile segment on Crenshaw Boulevard between 48th and 59th Streets, currently proposed to run at street level, as an underground alignment. Some sections north of 48th Street and south of 59th Street are already being studied as underground segments. The Ridley-Thomas motion also included the new official name of the project: "Crenshaw/LAX Transit Corridor."

In another adopted motion proposed maintenance and operations facilities in El Segundo and Westchester were removed from the project. The motion was presented by Los Angeles County Supervisor Dan Knabe.



Click on map for Crenshaw Transit Corridor Project page at metro.net.

The Crenshaw Transit Corridor project is a major north-south investment in the Crenshaw District area, potentially providing relief for the I-405 and I-110 freeways. It also will provide a major connection to LAX connecting the Metro Green Line to the south with the proposed LAX Automated Peoples Mover System and the Expo Line to the north. The project would provide connections to the entire Metro Rail system and Metro's more than 2,100 peak-hour buses.

The study area for the Crenshaw Corridor Project includes the cities of Los Angeles, Inglewood, Hawthorne, El Segundo and portions of unincorporated Los Angeles County and covers approximately a 33-square mile area from Wilshire Boulevard to the north, El Segundo Boulevard to the South, Arlington Avenue on the east and Sepulveda Boulevard and La Tijera Boulevard/La Brea Avenue on the west.