

**Motion by Supervisor Mark Ridley-Thomas  
Amendment to Item 9  
December 10, 2009**

**Crenshaw/LAX Transit Corridor**

The Metropolitan Transportation Authority conducted extensive community outreach to solicit comments on the Draft Environmental Impact Report/Draft Environmental Impact Statement for the Crenshaw/LAX Transit Corridor. There was an overwhelming level of community support for further study of a below grade separation through the heart of the Crenshaw Community.

The Locally Preferred Alternative proposed by Metro staff recommends a below grade light rail track alignment north of 48<sup>th</sup> Street and south of 59<sup>th</sup> Street. However, the track segment between 48<sup>th</sup> and 59<sup>th</sup> is proposed at grade.

There may be cost, constructability, safety, environmental and economic development benefits to Metro and to the residents of LA County that can be reached by a below grade connection at this location.

The intent of this amendment to the Locally Preferred Alternative is to have staff perform further study of the cost, constructability, safety, environmental and economic development benefits associated with a below grade rail connection between 48<sup>th</sup> and 59<sup>th</sup> streets on Crenshaw Boulevard.

**I THEREFORE MOVE, THAT:**

1. The scope of preliminary engineering and environmental review be expanded to consider the cost, constructability, safety, environmental and economic development benefits associated with linking proposed underground

segments of the Crenshaw/LAX Transit Corridor with a below grade connection between 48<sup>th</sup> and 59<sup>th</sup> Streets on Crenshaw Boulevard.

2. Metro staff be instructed to develop alternatives, recommendations and a funding strategy for this segment of the connector.