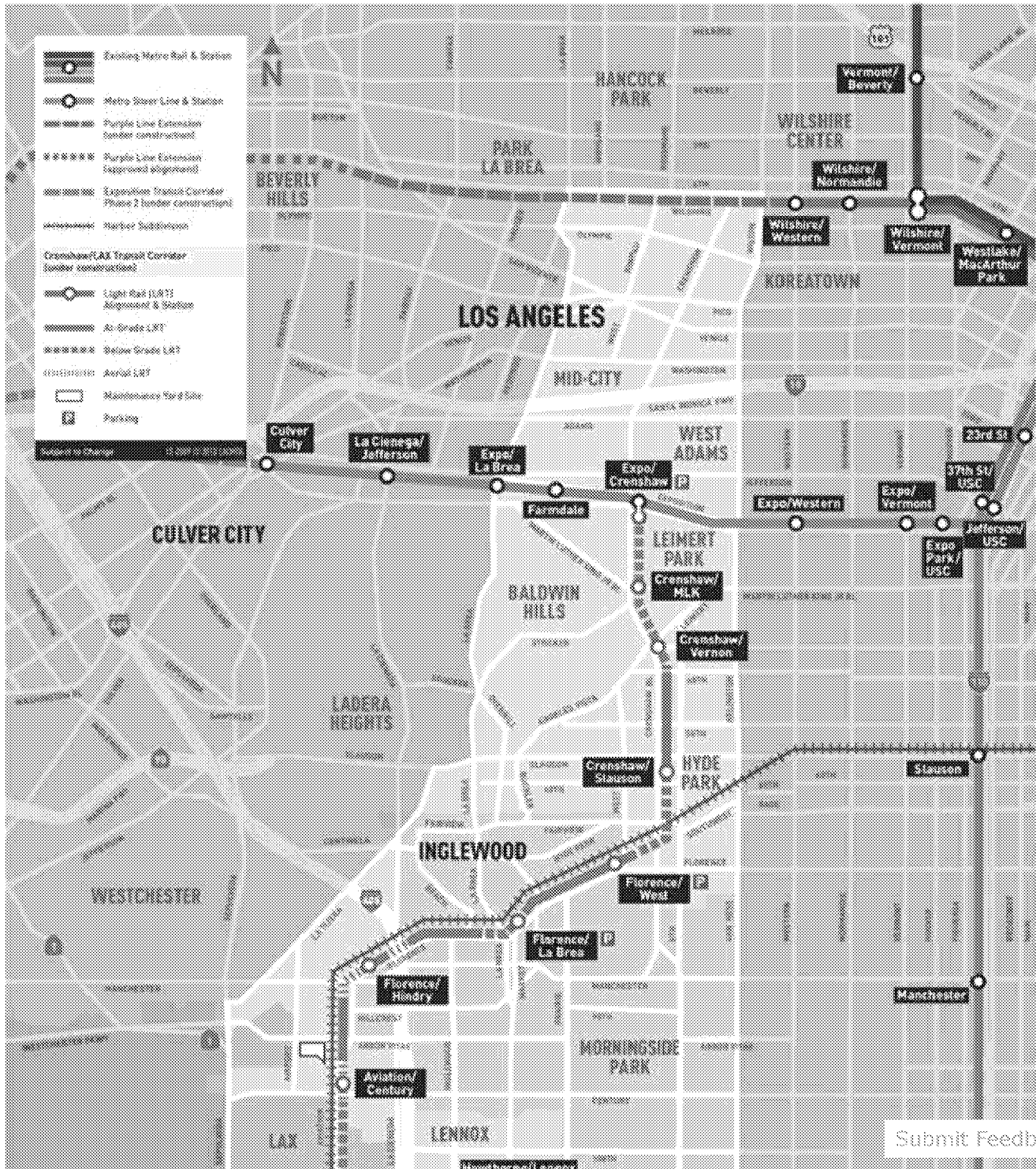
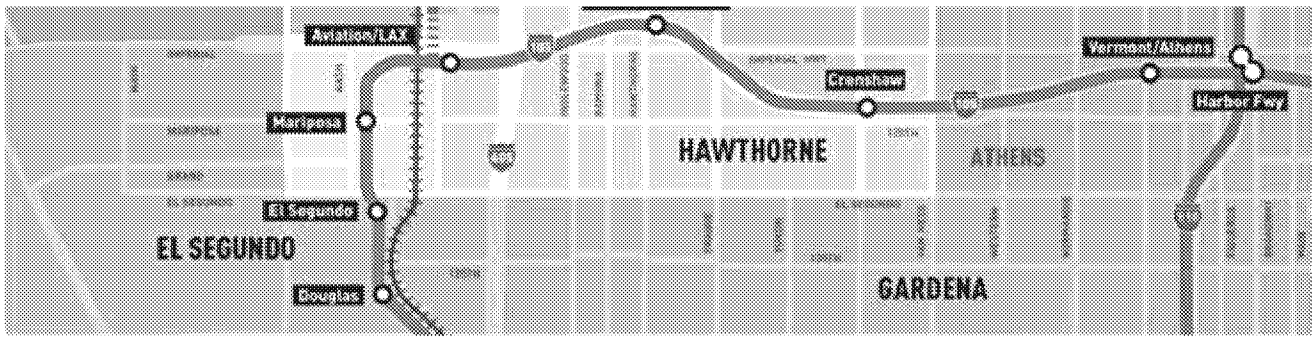


United States Department of Transportation

Crenshaw / LAX Transit Corridor

Crenshaw/LAX Transit Corridor

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Project Type:	Public Transit
Sponsor / Borrower:	Los Angeles County Metropolitan Transportation Authority (LACMTA or Metro)
Credit Agreement Status:	Active
TIFIA Assistance:	
Primary Revenue Pledge:	Sales Tax Revenues
Project Cost Details:	\$1.749 billion
Duration / Status:	The Federal Transit Administration (FTA) Record of Decision (ROD) was issued in December 2011. Construction began in September 2013. Substantial completion is expected in 2019.
Fiscal Year Closed:	FY2012
Project Description:	

Located in Southwest Los Angeles, the Crenshaw/Los Angeles International Airport (LAX) Transit Corridor Project consists of the construction of an 8.5-mile light rail transit (LRT) line (the "Crenshaw/LAX Line"), including a minimum of six transit stations (with off-street parking), the procurement of a minimum of 20 light rail vehicles, and the construction of a full service maintenance facility. Sponsored by Metro, the Project is being developed in partnership with the nonprofit, Crenshaw Project Corporation.

The Crenshaw/LAX Line will extend between the Exposition Line at the intersection of Exposition Boulevard and Crenshaw Boulevard and the Metro Green Line near the existing Aviation/LAX Station. It will connect downtown and the Westside region of the City of Los Angeles (via the Exposition Line) with the South Bay region of Los Angeles County. An interim intermodal transit connection to LAX will be constructed at the Aviation/Century Station. The project will serve the cities of Los Angeles, Inglewood, H. [Submit Feedback >](#)

Segundo and portions of unincorporated Los Angeles County. It will include three park-and-rides, roadway and landscaping improvements, and a maintenance and storage facility.

According to LACMTA, the project has generated approximately 20,400 direct, indirect, and induced jobs and approximately \$2.8 billion in direct, indirect, and induced business revenues. Once completed, the project will provide critical linkages for the region's residents and employees, and it will create a more efficient connection to LAX, saving approximately 21.6 minutes per trip and 9,800 travel hours saved per day. The Crenshaw/LAX Line will also create substantial environmental benefits. It will serve the South Coast Air Basin region, which has the worst air quality in the nation. By 2035, the Crenshaw/LAX Line is expected to draw a daily ridership of approximately 27,400 riders, diverting traffic from the roadways and eliminating the accompanying auto-emissions; the project is expected to reduce annual carbon dioxide emissions by approximately 66,500 metric tons by 2035. TIFIA financing allows for the realization of these benefits at an estimated financing cost savings of approximately \$87 million.

Funding Sources:

- Federal Funds
 - TIFIA Loan: \$545.9M
 - Section 5309 and 5339 Funds: \$8.3M
 - TIGER II Grant: \$13.9M
 - Other Federal Funds: \$89.6M
- State Funds
 - Proposition 1B General Obligation Bonds: \$201.2M
 - Other State Funds: \$36.7M
- Local Funds
 - Measure R Sales Tax: \$661.1M
 - Proposition C Sales Tax: \$135M
 - Local Agency Funds: \$52.4M
 - Proposition A Sales Tax Revenue Bonds: \$4.8M

Project Delivery / Contract

Method: Design-Build

Project Participants:

Design-builder - to be awarded
Rolling stock - Kinkisharyo International

Project Advisors / Consultants:

To the Project:

- Hatch Mott MacDonald - Preliminary engineering; EIR/EIS preparation
- Metro Builders & Engineers Group - Utility relocation

To USDOT TIFIA JPO:

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- TIFIA Legal Advisor - Hawkins, Delafield & Wood, LLP
- TIFIA Financial Advisor - Infrastructure Management Group, Inc.

Project Lender(s): USDOT TIFIA

TIFIA Credit Assistance Detail: Direct loan: \$545.9 million.

Financial Status: The TIFIA credit agreement was executed in September 2012. Interest repayment is expected to start in 2020, and principal repayment is expected to start in 2021; final loan maturity is expected to occur in 2034.

Innovations: Approximately 80 percent of the Project budget is funded from voter-approved sales tax measures devoted to transportation, some of which pays back the TIFIA loan.

Related Links: [Metro Project Website](#)
[Crenshaw/LAX Transit Corridor Map](#)

Project Contacts: Arthur T. Leahy, Chief Executive Officer
Crenshaw Project Corporation

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