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California State Senate

SENATOR RODERICK D. WRIGHT

TWENTY-FIFTH SENATE DISTRICT



GOVERNMENTAL ORGANIZATION CHAIR

BUDGET & FISCAL REVIEW BUDGET SUBCOMMITTEE #1 ON EDUCATION

ENERGY, UTILITIES & COMMUNICATIONS HUMAN SERVICES

SELECT COMMITTEES:

CALIFORNIA JOB CREATION & RETENTION - CHAIR

CALIFORNIA'S HORSE RACING INDUSTRY - CHAIR CALIFORNIA'S WINE INDUSTRY

PROCUREMENT

JOINT COMMITTEE ON RULES

October 26, 2011

Ray LaHood, Secretary U.S. Department of Transportation 1200 New Jersey Avenue, SE Washington, DC 20590

Re: Support for the Inglewood Crenshaw/LAX Light Rail Transit Corridor Improvement Project

Dear Mr. LaHood:

I am writing in support for the City of Inglewood's Tiger III grant application to secure funding for the development of the improvements to the Crenshaw/LAX Light Rail Transit (LRT) Corridor in Inglewood. The Crenshaw/LAX Light Rail Transit Corridor is a 8.5 mile light rail line that will extend from the intersection of Exposition and Crenshaw Boulevards through the City of Inglewood to the Metro Green Line's Aviation/LAX Station. The City of Inglewood has two stations along the proposed rail system: Florence/West and Florence/La Brea Stations. This grant opportunity will make significant improvements to a much needed area in Inglewood.

These improvements will make the project more sustainable by promoting non-motorized transportation activities through development of a bike station, pedestrian linkages, and a bus depot; additionally, they will create a regional destination that will bring more people Downtown and catalyze both commercial and retail development opportunities.

Also a much needed cut and cover crossing at the intersection of Centinela and Florence will enhance the overall safety of the transit corridor. One of the design alternatives evaluated in the Final Environmental Impact Statement (FEIS)/Final Environmental Impact Report (FEIR) is a Cut and Cover Crossing at Centinela/Florence (Design Option 3). This option involves a cut and cover crossing instead of an atgrade crossing at Centinela Avenue. A LRT under crossing at Centinela Avenue would replace the atgrade LRT alternative proposed under the Base LRT Alternative and would extend approximately 2,000 feet within the Harbor Subdivision.

As a long-time resident of Inglewood I know that this funding opportunity will support a smart growth approach to the existing infrastructure.

Thank you again for your consideration.

Dull mile!

Sincerely,

RODERICK D. WRIGHT Senator, 25th District