

Crenshaw/LAX Transit Corridor

Final Environmental Impact Statement/Final Environmental Impact Report
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Date here
August 2011



U.S. Department
of Transportation
**Federal Transit
Administration**

CRENSHAW/LAX TRANSIT CORRIDOR PROJECT

FINAL ENVIRONMENTAL IMPACT STATEMENT/
FINAL ENVIRONMENTAL IMPACT REPORT

prepared by

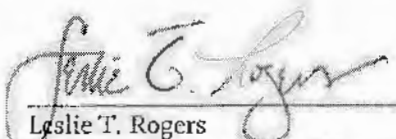
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION

and

LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY

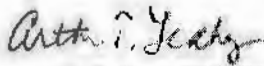
Pursuant to:

National Environmental Policy Act (42 USC 4332) 49 USC Chapter 53, 49 USC 303, 16 USC 470, 23
CFR Part 771, 23 CFR Part 450, Executive Order 12898 Section 6002 SAFETEA-LU, 40 CFR parts
1500-1508, and California Environmental Quality Act, PRC 21000 *et seq.*; and the State of California
CEQA Guidelines, California Administrative Code, 15000 *et seq.*



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Region IX Regional Administrator
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Date: AUG 31 2011



Arthur T. Leahy
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**ABSTRACT**

This Final Environmental Impact Statement (FEIS)/Final Environmental Impact Report (FEIR) presents information pertaining to the environmental impacts and benefits of the Crenshaw/Los Angeles International Airport (LAX) Transit Corridor Project, previously known as the Crenshaw Transit Corridor Project. The Crenshaw/LAX Transit Corridor Project involves the construction of an 8.5 mile fixed guideway project to improve transit service within the Crenshaw/LAX Transit Corridor and increase regional connectivity throughout the Los Angeles County Region. The Federal Transit Administration (FTA) is the federal lead agency pursuant to the National Environmental Policy Act (NEPA). The Los Angeles County Metropolitan Transportation Authority (Metro) is the local lead agency under the California Environmental Quality Act (CEQA). The Federal Aviation Administration (FAA) is also a cooperating agency for the project with expertise in aviation matters due to the project's proximity to LAX.

The Crenshaw/LAX Transit Corridor is a heavily traveled north-south oriented corridor in Los Angeles County, California. Since 1967, the inadequacies of connectivity and mobility within the corridor have been the subject of numerous regional transportation and transit studies. They concluded that transportation within and from the corridor was constrained, congested, and urgently in need of system improvements. Implementation of an effective north-south transportation network within the corridor is vital to alleviate current and projected connectivity and mobility problems affecting corridor residents and businesses by providing essential linkages from residential areas to commercial, activity, employment, and institutional centers within and adjacent to the corridor. The major themes and underlying needs supporting transit improvements in the corridor include the following:

- Peak Hour Congestion within the Corridor
- Transit Accessibility and Availability
- Land Use Integration and Economic Development
- Growing Demand for Transit Service
- Benefits for the Environment

In December 2009, the Metro Board selected an 8.5 mile light rail transit line as the Locally Preferred Alternative (LPA). This LPA extends between the Exposition Line on the north and the Metro Green Line on the south. This FEIS/FEIR also discloses environmental impacts and discusses benefits associated with a refined LPA and several design options under consideration. This document also addresses agency and public comments on the Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR) (September 2009) and the Supplemental Draft Environmental Impact Report/Recirculated Draft Environmental Impact Report (SDEIS/RDEIR) (February 2011). The DEIS/DEIR for the Crenshaw/LAX Corridor Transit Project was circulated to the public for comment over a 45-day review period that concluded on October 26, 2009. The SDEIS/RDEIR for the Crenshaw/LAX Corridor Transit Project) was circulated to the public for comment over a 45-day review period that concluded on April 11, 2011. Appendix K of the FEIS/FEIR contains all comments received on the DEIS/DEIR and SDEIS/RDEIR during the public review period, as well as the responses to these comments.



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