

Summary

The Los Angeles County Metropolitan Transportation Authority (LACMTA) proposes modifications and refinements to the design of the Crenshaw/LAX Transit Corridor Project in the County of Los Angeles, California. This Supplemental Environmental Assessment (EA) has been prepared pursuant to the National Environmental Policy Act (NEPA) of 1969, as amended; 42 United States Code (USC) Section 4332(2); the regulations of the Council on Environmental Quality (CEQ); 40 Code of Federal Regulations (CFR) Sections 1500–1508; and U.S. Department of Transportation (DOT) regulation 23 CFR Part 771 and 49 CFR Part 622. The Federal Transit Administration (FTA) is the federal lead agency under the NEPA and the LACMTA serves as a joint-lead agency per 23 CFR Section 1501.5(b). The Supplemental EA for the Crenshaw/LAX Transit Corridor Project analyzes proposed project modifications and refinements to the project previously described in the 2011 Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), including:

- revised design and relocation of the optional below-grade light-rail transit (LRT) station at Crenshaw Boulevard/Vernon Avenue (the optional Crenshaw/Vernon Station) from the southeast corner of Vernon Avenue and Crenshaw Boulevard to the northwest corner of Vernon Avenue and Crenshaw Boulevard or just north of West 43rd Place along Crenshaw Boulevard on the eastern side of the street;
- relocation of the optional at-grade Aviation/Manchester Station to Florence and Hindry (renamed as the Florence/Hindry Station);
- shift of portions of the LRT alignment into the former Burlington Northern Santa Fe (BNSF) railroad right-of-way (ROW), which reduces the ROW acquisitions required for the project and involves the demolition of two Burlington BNSF railroad bridges at Florence Avenue and Interstate 405 (I-405) and at Century Boulevard and Aviation Boulevard; and
- street, driveway, and sidewalk modifications and pedestrian crossing improvements, including a mid-block pedestrian crossing of the LRT tracks between Eucalyptus and Inglewood Avenues.

Based on the analysis contained in this Supplemental EA and the technical studies for this project, the project actions are not anticipated to result in any adverse environmental effects that cannot be mitigated.

Section 1 Purpose, Need, and Description of the Proposed Actions

Purpose of the Supplemental Environmental Assessment

According to the CEQ's NEPA regulations, Section 1508.9 and 1501.3, an EA is a concise public document that is prepared by a federal lead agency to determine whether a proposed action has the potential to cause significant environmental effects. An EA serves to:

- Briefly provide sufficient evidence and analysis for determining whether to prepare an environmental impact statement or a finding of no significant impact;
- Aid an agency's compliance with the Act when no environmental impact statement is necessary;
- Facilitate preparation of a statement when one is necessary; and
- Include brief discussions of the need for the proposal, of alternatives as required by Section 102(2)(E), of the environmental impacts of the proposed action and alternatives, and a listing of agencies and persons consulted.

The purpose of the EA is to determine if the proposed action would result in substantial adverse social, economic, or environmental impacts that would require the preparation of an environmental impact statement (EIS) or allow Federal Transit Administration (FTA) to determine that the proposed action would not have a significant environmental impact and issue a finding of no significant impact (FONSI). In accordance with FTA guidelines, the scope of this Supplemental EA is designed to determine which