

West Santa Ana Branch Transit Corridor

Final EIS/EIR Appendix E: Project Refinements Since Circulation of the Draft
EIS/EIR



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**Final EIS/EIR Appendix E:
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Circulation of the Draft EIS/EIR**

Final Environmental Impact Statement/ Environmental Impact Report

LEAD AGENCIES: Federal Transit Administration of the U.S. Department of Transportation; Los Angeles County Metropolitan Transportation Authority

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TITLE OF PROPOSED ACTION: West Santa Ana Branch Transit Corridor Project

Additional written comments and/or questions concerning this document should be directed to the following:

Meghna Khanna
Project Manager
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012
Phone: (213) 922-6262
SGL@metro.net

Charlene Lee Lorenzo
Senior Director
Federal Transit Administration
Region 9
Los Angeles Office
888 S. Figueroa Street,
Suite 440
Los Angeles, CA 90017
Phone: (213) 202-3952

Rusty Whisman
Senior Transportation
Program Specialist
Federal Transit
Administration Region 9
888 S. Figueroa Street,
Suite 440
Los Angeles, CA 90017
Phone: (213) 202-3956

APPENDIX E PROJECT REFINEMENTS SINCE CIRCULATION OF THE DRAFT EIS/EIR

The Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the West Santa Ana Branch (WSAB) Transit Corridor Project was released for public review and comment in July 2021. In January 2022, the Metro Board of Directors identified the Locally Preferred Alternative (LPA) for the Project. The LPA, previously presented as Alternative 3 in the Draft EIS/EIR, is a 14.5-mile alignment that will extend from the Slauson/A Line Station in the City of Los Angeles/Florence-Firestone unincorporated area of Los Angeles (LA County) to Pioneer Station in the City of Artesia. The Metro Board of Directors also identified a maintenance and storage facility (MSF) site in the City of Bellflower.

In total, approximately 450 submissions were received during the public review and comment period for the EIS/EIR. Comments that were applicable to the LPA included requests for refinements to the alignment, relocation of traction power substation (TPSS) sites, removal of optional TPSS sites, and closure or opening of at-grade crossings. Additionally, Metro received input on the LPA during meetings with stakeholders, including corridor cities and agencies, after circulation of the Draft EIS/EIR. In response to the comments and meetings, Metro, in coordination with stakeholders, corridor cities, and other public agencies, made refinements to the LPA. Overall, the LPA is substantially similar to Alternative 3 presented in the Draft EIS/EIR. Specifically, the general station locations, termini stations, and alignment route are unchanged from Alternative 3 as presented in the Draft EIS/EIR. Table 1 summarizes the project refinements included in the Final EIS/EIR that have occurred since circulation of the Draft EIS/EIR. As documented in the Final EIS/EIR and the corresponding topic-specific impact analysis reports, the refinements to the LPA do not result in any new or substantially more severe adverse environmental impacts than identified in the Draft EIS/EIR for Alternative 3. The refinements merely enhance the Project's integration into the community, ensuring that the LPA reflects and is responsive to the stated concerns of the public and stakeholders.

Table 1 – Project Refinements to the LPA since Circulation of the Draft EIS/EIR

Location	City/Jurisdiction	Comment(s) Received	Description of Refinement
Slauson/A Line Station (Station 665+00)	Unincorporated area of Florence-Firestone	An additional transfer location between the existing Slauson A Line Station and the new WSAB Slauson/A Line Station was requested to accommodate easier transfers between the stations. Additionally, a set of stairs between the street level and A Line Station was requested for egress.	The new WSAB Slauson/A Line Station platform will be shifted south to parallel the existing A Line Slauson Station platform just south of Slauson Avenue. Additionally, a second set of vertical circulation elements will be added to the station so that transfers between the platforms can be made on the north and south ends of the station. A mezzanine for the new WSAB station will also be added over Slauson Avenue to preserve the station entrance north of Slauson Avenue to the updated WSAB platform location. The overall length of the alignment is shortened as a result of this shift for this northern terminus station of the LPA. A set of stairs will be added between the street level and A Line Station to accommodate egress.
Along Randolph Street (Station 674+00 – 788+00)	Unincorporated area of Florence-Firestone and Huntington Park	UPRR requested that freight tracks along the La Habra Branch (along Randolph Street) be located on the north side of the LRT tracks to allow freight access to existing customers along the north side of the La Habra Branch.	The LRT tracks and the freight tracks were swapped from what was shown in the Draft EIS/EIR along the La Habra Branch (Randolph Street) between approximately Holmes Avenue and the San Pedro Subdivision. Freight tracks will be relocated to the north side of the railroad ROW along Randolph Street, and LRT tracks will be constructed along the southern portion of the railroad ROW. Track design is shown in Appendix B. Connections to an existing storage and spur track are also included in the updated freight track design east of State Street, allowing access to existing UPRR customers in the City of Vernon. Design was coordinated with the City of Huntington Park, the Ports of Long Beach and LA, and UPRR, and was shared with CPUC.

Location	City/Jurisdiction	Comment(s) Received	Description of Refinement
Albany Street (Station 702+75)	Huntington Park	The City of Huntington Park requested that the Albany Street at-grade crossing be opened. The request was made in consideration of traffic circulation and safety.	The at-grade crossing at Albany Street was proposed for closure in the Draft EIS/EIR. In response to the request from the city, this at-grade crossing will remain open to allow cross-traffic and a traffic signal will be installed. Design was coordinated with the City of Huntington Park and CPUC.
Santa Fe Avenue (Station 709+60)	Huntington Park	The City of Huntington Park requested that a turning movement be restricted at this intersection. The request was made in consideration of traffic circulation and safety.	The southbound-to-eastbound left-turn lane at Santa Fe Avenue will be eliminated with implementation of the LPA (refer to TR PM-4 in Chapter 3, Section 3.5.1). Design was coordinated with the City of Huntington Park and CPUC.
Malabar Street (Station 717+25)	Huntington Park	The City of Huntington Park requested that the Malabar Street at-grade crossing be closed. The request was made in consideration of traffic circulation and safety.	The at-grade crossing at Malabar Street was proposed as open in the Draft EIS/EIR. In response to the request from the city, this at-grade crossing will be closed to through traffic. The intersection will be modified to a right-in-right-out configuration (refer to TR PM-3 in Chapter 3, Section 3.5.1). Design was coordinated with the City of Huntington Park and CPUC.
Rugby Boulevard (Station 721+00)	Huntington Park	The City of Huntington Park requested that the Rugby Boulevard grade crossing be opened. The request was made in consideration of traffic circulation and safety.	The at-grade crossing at Rugby Boulevard was proposed for closure in the Draft EIS/EIR. In response to the request from the city, this at-grade crossing will remain open to allow cross-traffic through a new signalized grade crossing. Design was coordinated with the City of Huntington Park and CPUC.
Pacific Boulevard (Station 725+10)	Huntington Park	The City of Huntington Park requested that a turning movement be removed at this intersection. The request was made in consideration of traffic circulation and safety.	The northbound-to-westbound left-turn lane at Pacific Boulevard will be eliminated with implementation of the LPA (refer to TR PM-4 in Chapter 3, Section 3.5.1). The design was coordinated with the City of Huntington Park and CPUC.

Location	City/Jurisdiction	Comment(s) Received	Description of Refinement
Miles Avenue (Station 743+40)	Huntington Park	The City of Huntington Park requested that a turning movement be removed at this intersection. The request was made in consideration of traffic circulation and safety.	The southbound-to-eastbound left-turn lane at Miles Avenue will be eliminated with the implementation of the LPA (refer to TR PM-4 in Chapter 3, Section 3.5.1). Design was coordinated with the City of Huntington Park and CPUC.
Arbutus Avenue (Station 756+90)	Huntington Park	The City of Huntington Park requested that the Arbutus Avenue grade crossing be closed. The request was made in consideration of traffic circulation and safety.	The at-grade crossing at Arbutus Avenue was proposed as open in the Draft EIS/EIR. In response to the request from the city, this at-grade crossing will be closed to through traffic. The intersection will be modified to a right-in-right-out configuration (refer to TR PM-3 in Chapter 3, Section 3.5.1). Design was coordinated with the City of Huntington Park and CPUC.
State Street (Station 763+50)	Huntington Park	The City of Huntington Park requested that a turning movement be removed at this intersection. The request was made in consideration of traffic circulation and safety.	The northbound-to-westbound left-turn lane at State Street will be eliminated with implementation of the LPA (refer to TR PM-4 in Chapter 3, Section 3.5.1). Design was coordinated with the City of Huntington Park and CPUC.
Private Property near State Street (Station 762+00)	Huntington Park	The City of Huntington Park requested that a TPSS site be relocated, as it would conflict with future development.	The TPSS site will be located to the east of the site identified in the Draft EIS/EIR (approximately Station 768+50) within freight-owned right-of-way north of the LRT and freight tracks. The new location was coordinated with the City of Huntington Park.
Private Property near State Street (Station 762+00)	Huntington Park	The City of Huntington Park requested that a construction laydown site be relocated, as it would conflict with future development.	The construction laydown site will be located to the east of the site identified in the Draft EIS/EIR (approximately Station 766+00) within freight-owned right-of-way along the LRT and freight tracks. The location was coordinated with the City of Huntington Park.

Location	City/Jurisdiction	Comment(s) Received	Description of Refinement
San Antonio Elementary School & Magnet Center (Station 764+00)	Huntington Park	LAUSD stated opposition to any acquisition that would result in the removal of on-site parking at the school. Parking is used by school staff and on-street parking is often utilized.	Roadway and sidewalk design was modified to avoid impacting parking on the school property. The permanent partial acquisition will be limited to the landscaped area along the street. The existing sidewalk will be reconstructed to LAUSD recommended widths. Design was coordinated with the City of Huntington Park and LAUSD.
Huntington Park Water Tower and Water Well (Station 832+00)	Huntington Park	The City of Huntington Park stated opposition to impacts at a water tower and water well near Florence Avenue. The water tower and water well are important infrastructure for residents' water supply.	Roadway and sidewalk design was modified to avoid impacting a water tower and water well. Design was coordinated with the City of Huntington Park.
Private Property near Rayo Avenue (Station 942+00)	South Gate	UPRR requested that spur track access be maintained to a private business. UPRR stated that the design should not preclude future service at this private business.	Freight spur track design was updated to maintain an existing spur track connection at the private property along the west side of freight ROW, just north of Rayo Avenue. The updated design may require design exceptions from UPRR. Design was coordinated with UPRR.
Private Properties near Southern Avenue (Station 952+00)	South Gate	UPRR requested that spur access be maintained to two properties that are for sale. UPRR stated that the design should not preclude future service at this private business.	Metro studied maintaining spur access to the properties identified by UPRR. The study showed that maintaining spur access would result in impacts to a utility corridor determined eligible for the National Register of Historic Places. The LRT would also require an extended aerial guideway, resulting in a substantial increase in cost. To avoid these impacts, the analysis assumes full acquisitions of the two properties to avoid the historic utility corridor and cost increases as a result of an extended aerial guideway. Metro will use the properties as construction laydown sites during construction. The refinement was coordinated with UPRR.

Location	City/Jurisdiction	Comment(s) Received	Description of Refinement
Private Property near Imperial Highway (Station 1013+00)	South Gate	UPRR requested that spur access be maintained at a private business. UPRR stated that the design should not preclude future service at this private business.	The Draft EIS/EIR assumed full acquisition of the property because the spur access would be eliminated with the design as developed at that time. In response to the comment, the aerial viaduct over Imperial Highway will be extended north to allow for an opening below the tracks adjacent to the private business to maintain the spur track connection, thereby eliminating the full acquisition. Design was coordinated with UPRR.
Private Property near Imperial Highway (Station 1019+00)	South Gate	The City of South Gate requested that a construction laydown site be relocated or to show a nearby business as a full acquisition, as the business utilized parking in the area of the laydown site.	The construction laydown site will be located to the north of the location shown in the Draft EIS/EIR (approximately Station 1015+00) within the San Pedro Subdivision right-of-way, east of the LRT and freight tracks just north of Imperial Highway. The location was coordinated with the City of South Gate and shared with UP/Ports as part of the ACE plans.
Private Property near Century Boulevard (Station 1081+00)	South Gate	UPRR requested that the park-and-ride facility along the west side of the I-105/C Line Station be relocated to avoid transit patrons crossing the freight tracks.	The parking facility on the east side of the I-105/C Line Station will be extended farther north to maintain the number of parking stalls at the I-105/C Line Station that were identified in the Draft EIS/EIR. The west side park-and-ride facility has been eliminated; however, a TPSS is still proposed west of the tracks. An optional TPSS site is proposed in the redesigned park-and-ride facility. A new driveway will also be added along Century Boulevard to accommodate vehicle traffic from the west. Design was coordinated with the City of South Gate, City of Paramount, and UPRR.

Location	City/Jurisdiction	Comment(s) Received	Description of Refinement
I-105/C Line Station (Station 1087+00)	Paramount	The City of Paramount requested that the western station entrance for the infill C Line Station along Façade Avenue be modified to emergency egress only. The City of Paramount noted that informal passenger drop-off/pick-up or park-and-ride could occur on the south side of I-105 if access is provided along Façade Avenue.	The western entrance for the infill C Line Station was proposed along Façade Avenue in the Draft EIS/EIR. In response to the request from the city, this location will be emergency egress only with emergency gates at the station connection to Façade Avenue. Stairs and elevator shafts will be included for a potential future opening of the western station entrance. An escalator will also be provided at the eastern station entrance at the LRT bridge (in addition to the previously proposed stairs and elevator) for improved access/egress, as this location will serve as the single access/egress point for the infill station. Design was coordinated with the City of Paramount.
I-105 Freight Bridge (Station 1084+60 – 1089+50)	Paramount	Caltrans and UPRR requested that the freight bridge be reconstructed as a four-span bridge, similar to existing conditions. The freight bridge is located within the Century Freeway-Transitway Historic District and the bridge design would minimize effects to the district.	The replacement freight bridge will be a four-span structure instead of the previous two-span structure presented in the Draft EIS/EIR. The bridge will be concrete, with a similar appearance to the existing bridge. The updated four-span concrete bridge design was coordinated with the City of Paramount, Caltrans, and UPRR.
Arthur and Façade Avenue Bridges (Station 1084+60 – 1089+50)	Paramount	The I-105 Express Lanes Project received design exceptions for outside shoulders along I-105. This allows for changes to the WSAB Project.	As a result of the design exceptions, the Arthur Avenue and Façade Avenue bridges no longer will require demolition. The Façade Avenue bridge will be modified to accommodate the emergency egress vertical circulation elements noted above. The updates were coordinated with the City of Paramount and Caltrans.

Location	City/Jurisdiction	Comment(s) Received	Description of Refinement
Paramount High School Pedestrian Bridge (Station 1139+00)	Paramount	UPRR requested that the existing bridge be reconstructed rather than being replaced with a tunnel as proposed in the Draft EIS/EIR. A bridge is the UPRR's preferred means of crossing the right-of-way. UPRR also requested that the bridge span the entire ROW.	Construction of the LPA requires demolition of the existing pedestrian bridge at Paramount High School, as the bridge conflicts with the future LRT tracks. A replacement pedestrian bridge will be built over the LRT and freight tracks that spans the entire ROW (refer to SAF PM-4 in Chapter 4, Section 4.18.4.2). The pedestrian bridge will also include ramps for ADA compliance, which is an improvement compared to the existing bridge. The extension over the entire ROW does not preclude potential expansion of the freight tracks and avoids a large storm drain. Design was coordinated with UPRR, the City of Paramount, and the Paramount Unified School District.
Dante Valve Company near Lakewood Boulevard (Station 1188+00)	Bellflower	Dante Valve Company stated that vibration during construction and operation of the Project would impact business operations.	Additional vibration analysis for operation and construction of the LPA was completed for the Dante Valve Company. The analysis considered both the LRT mainline and tracks into the MSF site. Additionally, meetings and site visits were held to discuss the sensitivity of equipment used at the site. A construction-related project measure was added to the Project (refer to VIB PM-1 in Chapter 4, Section 4.19.3.74) that sets a maximum vibration level of 0.5 in/sec PPV during construction at this location. Vibratory rollers and other vibration-causing equipment will not be used within 15 feet of the facility.

Location	City/Jurisdiction	Comment(s) Received	Description of Refinement
MSF (Somerset Boulevard and Bayou Avenue) (Station 1191+00)	Bellflower	The City of Bellflower requested that a signalized pedestrian crossing be added across Somerset Boulevard near the MSF entrance to facilitate safer pedestrian crossings.	The MSF entrance will be located approximately 100 feet west from the location in the Draft EIS/EIR to align with Bayou Avenue. Additionally, a new signalized intersection will be added at Bayou Avenue and Somerset Boulevard, which includes crosswalks (refer to TR PM-7 in Chapter 3, Section 3.5.1). A new dedicated eastbound right-turn lane will also be added along Somerset Boulevard to allow for dedicated ingress into the MSF facility. Design was coordinated with the City of Bellflower.
Clark Avenue and Los Angeles Street (Station 1216+50)	Bellflower	The City of Bellflower requested that westbound-to-southbound and northbound-to-westbound left-turn movements at the Alondra Boulevard and Pacific Avenue intersection be maintained to allow for dedicated turning movements into the residential neighborhood.	Left-turn movements cannot be maintained due to safety concerns at the at-grade crossing. A new traffic signal and southbound dedicated left-turn lane will be added at Clark Avenue and Los Angeles Street to preserve dedicated turning movements into the residential neighborhood to the east of Clark Avenue and south of Alondra Boulevard. The location of the traffic signal and dedicated turn lane was coordinated with the City of Bellflower.
Aztec Mobile Home Park (Station 1227+00)	Bellflower	A request was made to modify design to minimize loss of parking within the mobile home park.	The location of the LRT tracks shown in the Draft EIS/EIR was shifted to the south to minimize parking impacts to the mobile home park. An existing landscaped area along the west side of the property will be reconfigured and striped for parking, resulting in no net parking loss.
City of Bellflower High Capacity Well (Station 1260+00)	Bellflower	The City of Bellflower stated that vibration could affect the well, which supplies water to residents.	Additional vibration analysis for operation and construction of the LPA was completed for the Bellflower High Capacity Well. The analysis considered the LRT mainline tracks. A construction-related project measure was added to the Project (refer to VIB PM-1 in Chapter 4, Section 4.19.3.7) that sets a maximum vibration level of 2.0 in/sec PPV during construction at this location. Vibratory rollers and other vibration-causing equipment will not be used within 15 feet of the facility.

Location	City/Jurisdiction	Comment(s) Received	Description of Refinement
183rd Street/Gridley Road (Station 1376+50)	Cerritos/Artesia	The City of Cerritos requested that a TPSS site be relocated from the northwest corner of 183rd Street/Gridley Road, as shown in the Draft EIS/EIR to the southeast corner of 183rd Street/Gridley Road. This would eliminate surface impacts beyond column impacts on the northwest corner of 183rd Street/Gridley Road.	The TPSS site will be located in the southeast corner of 183rd Street/Gridley Road, as requested. The location was coordinated with the City of Cerritos.
183rd Street/Gridley Road (Station 1377+00)	Artesia	The City of Cerritos requested that the aerial viaduct be extended to minimize retained fill along the southeast corner of 183rd Street/Gridley Road.	The aerial viaduct will be extended and the retained fill section will be shortened along the southeast corner of 183rd Street/Gridley Road. Design was coordinated with the City of Cerritos and the City of Artesia.
PEROW (Station 1376+00 – 1402+00)	Artesia	The City of Artesia requested that the Artesia Historic District Bike Trail be added to the design plans and environmental analysis as an existing condition.	The Artesia Historic District Trail has been added to the design plans and environmental analysis as an existing condition. This update was coordinated with the City of Artesia.
186th Street and 187th Street (Station 1392+75 and 1401+50)	Artesia	The City of Artesia requested that the 187th Street at-grade crossing be opened to through traffic to allow for better access across the alignment within the city.	Meetings were held with City of Artesia and CPUC to determine if both 186th Street and 187th Street could remain open to through traffic. CPUC required that one of the at-grade crossings be closed given proximity. A design option was added to the Final EIS/EIR that allows through traffic at 187th Street but would close the 186th Street grade crossing. At 187th Street, the design option would also result in the conversion of Corby Avenue to a cul-de-sac near the PEROW and would add a driveway for an existing business. Design was coordinated with the City of Artesia and CPUC.

Location	City/Jurisdiction	Comment(s) Received	Description of Refinement
Pioneer Station Park-and-Ride Structure (Pioneer Boulevard and Solana Place) (Station 1408+25)	Artesia/Cerritos	The City of Cerritos and City of Artesia requested that the entrance to the Pioneer Station parking facility be shifted north to align with Solana Court to provide a single intersection just south of the Pioneer grade crossing. The City of Artesia also requested that an alleyway south of the parking structure be reconfigured to allow for better egress.	As requested by the City of Cerritos and coordinated with the City of Artesia and CPUC, the Pioneer Station parking facility entrance will be shifted north to align with Solana Place. A signal will also be added to the intersection with a northbound dedicated left-turn lane into the Pioneer Station parking facility (refer to TR PM-11 in Chapter 3, Section 3.5.1). As requested by the City of Artesia, the proposed structure will also be shortened on the south end to accommodate access to the alleyway south of the structure from Corby Avenue. An additional level will be added to the Pioneer Station park-and-ride facility to maintain the same number of parking stalls as identified in the Draft EIS/EIR. Design was coordinated with the City of Artesia.
Pioneer Boulevard (Station 1408+25)	Artesia	CPUC requested that a median north of the LRT tracks be extended to block left turns from a driveway to a private property to increase safety considerations at the grade crossing.	An extended median will be added north of the Pioneer grade crossing that blocks driveway left turns from the private property north of the crossing along the east side of Pioneer Boulevard. This will prevent queuing on the tracks. Design was coordinated with the City of Artesia and CPUC.
Various Locations	Paramount, Bellflower, Cerritos, and Artesia	Comments on the Draft EIS/EIR noted the loss of privacy in rear yards where the alignment will be aerial. Commenters requested that views from aerial LRT be blocked near private residences.	A project measure was added to the LPA (refer to VA PM-8 in Chapter 4, Section 4.4.1) that requires privacy screening along portions of the aerial structure adjacent to the rear of residential properties in the Cities of Paramount, Bellflower, and Cerritos if the soundwall in those locations will not be sufficiently tall to provide similar privacy screening. The locations of privacy screening are shown in Appendix B. This measure was discussed with the City of Cerritos and communicated to other cities.

Location	City/Jurisdiction	Comment(s) Received	Description of Refinement
Various Locations	Huntington Park, Bell, Cudahy, South Gate, Paramount, Bellflower, Artesia, Cerritos	CPUC requested additional measures to reduce noise impacts near at-grade crossings where moderate or severe impacts were identified in the Draft EIS/EIR after mitigation. Additionally, stakeholders requested additional measures to minimize residual noise impacts identified in the Draft EIS/EIR from operation of the LPA and/or relocation of freight tracks.	Two project measures have been added to the LPA (refer to NOI PM-1 and NOI PM-2 in Chapter 4, Section 4.7.4.2). NOI PM-1 adds a shroud to crossing signal bells, and NOI PM-2 reduces the duration of bell ringing at at-grade crossings near sensitive uses. Additionally, soundwall heights will be increased throughout the corridor and soundwalls will be added along Randolph Street near sensitive uses. The locations and heights of soundwalls are shown in Appendix B. These measures were coordinated with CPUC, UPRR, and the City of Huntington Park. Soundwall heights were communicated to cities along the corridor.
LA River and I-105	South Gate, Paramount	During consultation with Caltrans in support of Section 106 and the CEQA analysis of cultural resources, Caltrans requested design be reviewed by a professional who meets the SOI Standards for the Treatment of Historic Properties Professional Qualifications Standards to confirm design remains consistent with SOI standards.	Project Measure CR PM-1 (SOI Standards Review, described in Chapter 4, Section 4.14.4) has been added. This measure states that as the Project progresses through future design phases, designs will be reviewed and approved by a professional who meets SOI Professional Qualification Standards in architectural history, history, or architecture. This measure is applied to two resources along the LPA: the Union Pacific Los Angeles River Rail Bridge and the design of the LRT bridge and C Line infill station within the Century Freeway-Transitway Historic District.
Corridor-wide	LRT Corridor	Caltrans requested additional documentation on how invasive species would be addressed.	Two project measures have been added to the Project (refer to BIO PM-1 and BIO PM-2 in Chapter 4, Section 4.19.3.8) that provides options to minimize the spread of invasive plant species during construction and prohibits the inclusion of invasive species in landscape plans.

Location	City/Jurisdiction	Comment(s) Received	Description of Refinement
Corridor-wide	LRT Corridor	Metro adopted a new LA Metro Tree Policy on October 27, 2022.	A project measure has been added to the Project (refer to BIO PM-3 in Chapter 4, Section 4.19.3.8) that adheres to the LA Metro Tree Policy, formally adopted by Metro in October 2022. The policy requires the preparation of a tree protection plan and a 2:1 replacement ratio or replacement in-kind.

Source: Metro 2023

Notes: ACE = Advanced Conceptual Engineering; ADA = Americans with Disabilities Act; Caltrans = California Department of Transportation; CEQA = California Environmental Quality Act; CPUC = California Public Utilities Commission; EIS/EIR = environmental impact statement/environmental impact report; LAUSD = Los Angeles Unified School District; LPA = Locally Preferred Alternative; LRT = light rail transit; PEROW = Pacific Electric Right-of-Way; PPV = peak particle velocity; ROW = right-of-way; SOI = Secretary of the Interior; TPSS = traction power substation; UPRR = Union Pacific Railroad; WSAB = West Santa Ana Branch