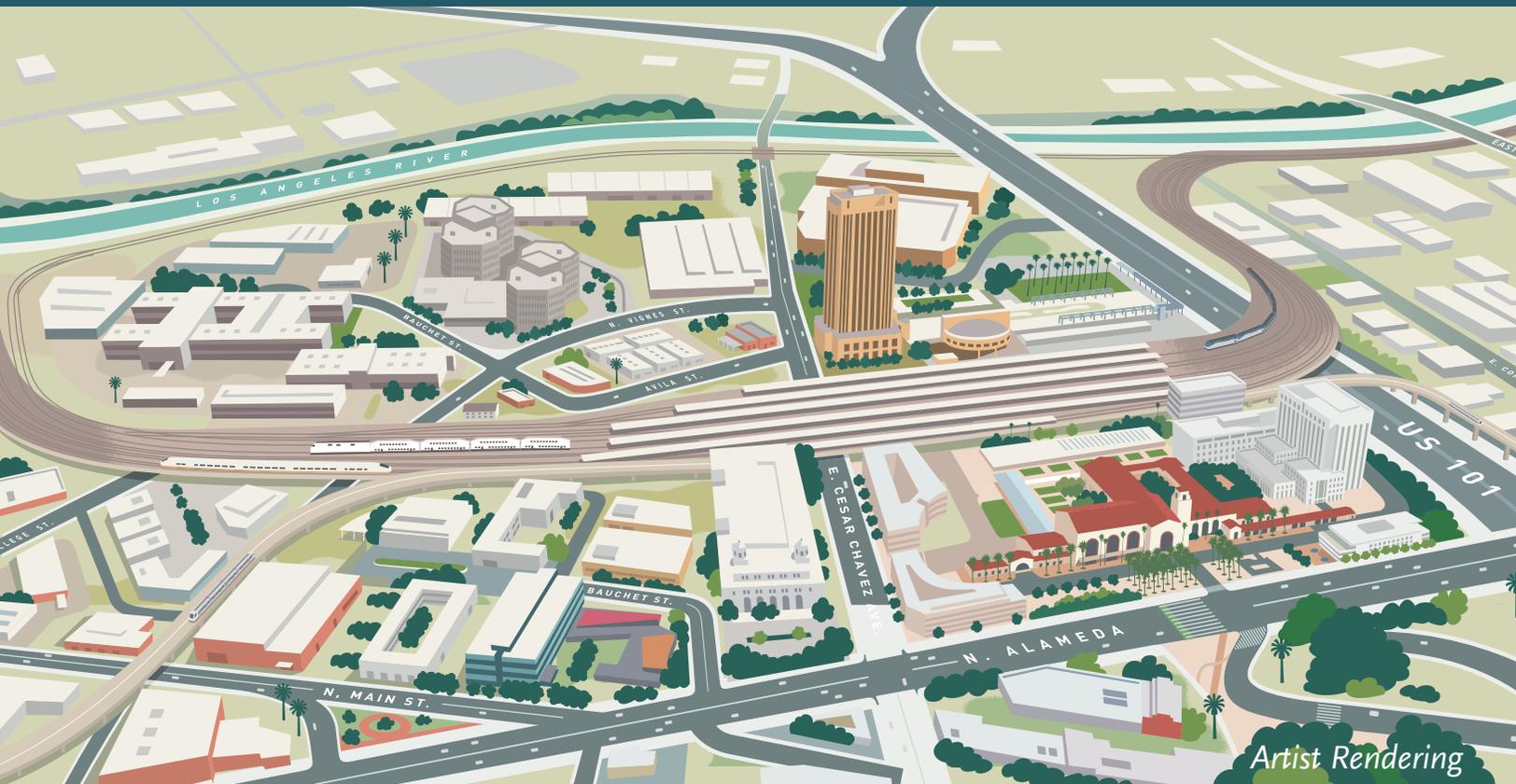


# Link Union Station

Draft Coordination and Outreach Plans

June 2024



Artist Rendering

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by the State of California pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated July 23, 2019, and executed by the Federal Railroad Administration and the State of California.



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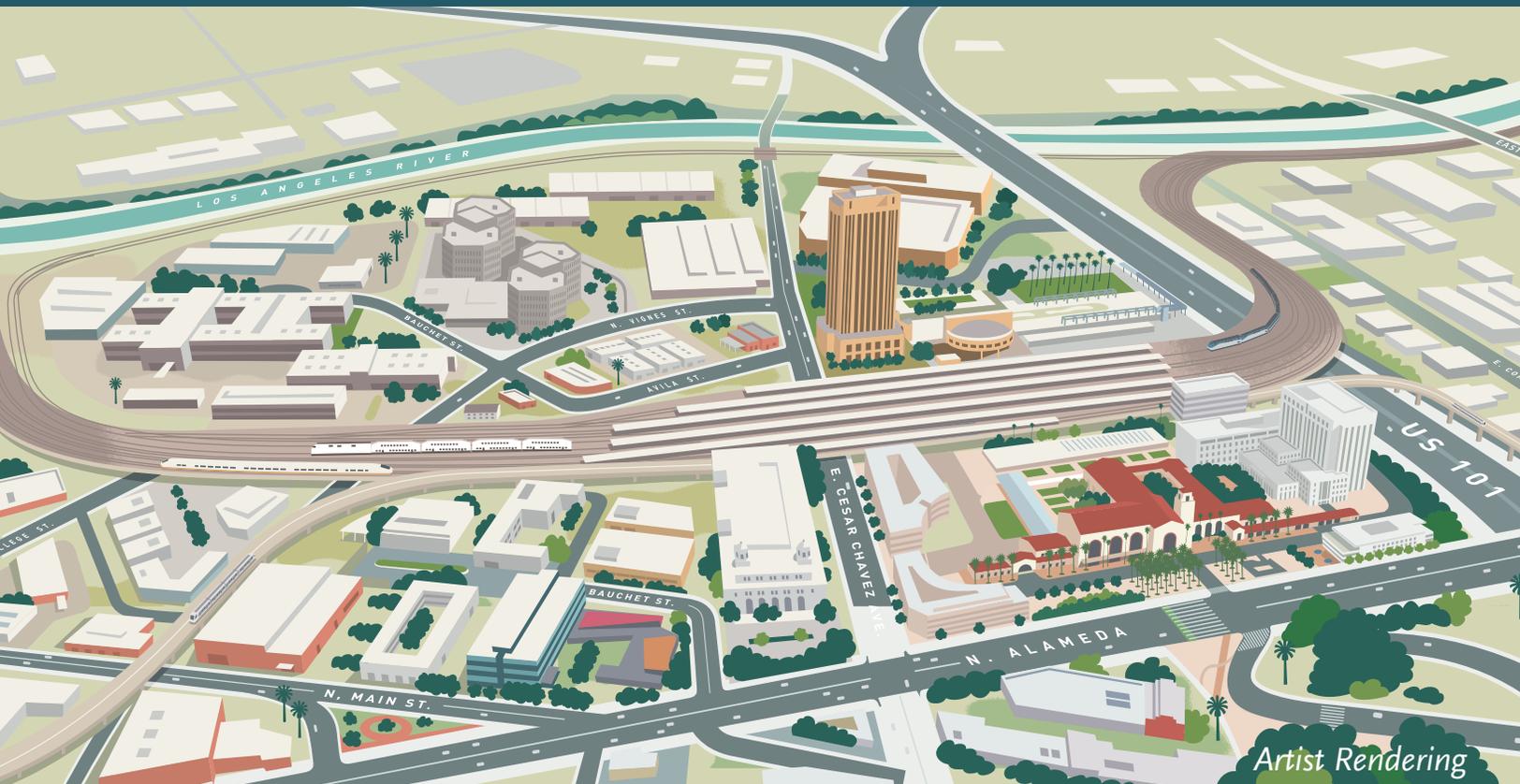
CALIFORNIA  
High-Speed Rail Authority

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# Link Union Station

Draft Agency and Public Coordination Plan

June 2024



Artist Rendering

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**ABBREVIATIONS and ACRONYMS**

Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CHSRA	California High-Speed Rail Authority
EIR	environmental impact report
EIS	environmental impact statement
EJ	environmental justice
EO	Executive Order
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
HSR	High-Speed Rail
LAUS	Los Angeles Union Station
LEP	limited English proficiency
Link US	Link Union Station
Metro	Los Angeles County Metropolitan Transportation Authority
MOU	memorandum of understanding
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NOI	Notice of Intent
Project	Link Union Station Project
SCRIP	Southern California Regional Interconnector Project
SCRRA	Southern California Regional Rail Authority (Metrolink)
SEIR	supplemental environmental impact report
U.S.	United States
USC	United States Code

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## 1.0 Introduction and Project Background

### 1.1 Introduction

The California High-Speed Rail Authority (CHSRA) and the Los Angeles County Metropolitan Transportation Authority (Metro) are proposing the Link Union Station (Link US) Project (Project) to address existing capacity constraints at Los Angeles Union Station (LAUS). LAUS was opened to service in 1939 and is the central hub for regional transportation in Southern California, providing direct linkages for Metro bus and rail systems, Metrolink commuter trains, as well as Amtrak intercity and long-distance trains. As the region grows with increased transit and rail traffic, LAUS would become strained without implementing capacity enhancements.

### 1.2 Project Background and Lead Agency Roles

The following sections describe the background and history of the Project, including changes that led to the current infrastructure improvements as part of the Link US Project.

#### 1.2.1 Run-Through Tracks Project

In 2002, Caltrans and FRA (in cooperation with Amtrak) initiated conceptual engineering and preparation of an Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for a capacity improvement project known as the Run-Through Tracks Project. The need to increase the capacity of the rail yard at LAUS, reduce passenger travel times, improve the reliability of passenger rail service, and increase the utilization of Metrolink and Amtrak rolling stock was documented in the 2002 Run-Through Tracks Project Alternatives Analysis Report (Caltrans and FRA 2002). In 2005, Caltrans and FRA published a final EIR/EIS (Caltrans and FRA 2005) for the Run-Through Tracks Project, which would include a new four-track connection from LAUS over US-101 to the mainline railroad tracks along the west bank of the Los Angeles River. As documented in the Run-Through Tracks Project EIS, adding new run-through tracks would improve efficiency and reliability of trains using LAUS, improve pedestrian access and connectivity, and increase capacity of LAUS to accommodate future increases in the number of trains. The Run-Through Tracks Project did not include major improvements to the pedestrian passageway to enhance passenger capacity, nor did it accommodate the planned HSR system at LAUS.

#### 1.2.2 Southern California Regional Interconnector Project

Following completion of the environmental review process for the Run-Through Tracks Project, numerous changes in area planning required a change in how planned improvements to the LAUS infrastructure would be implemented. These changes included:

- **Change in ownership of LAUS** – In 2011, Metro purchased LAUS from Catellus Operating Limited Partnership. In 2012, Metro began a master planning effort for the LAUS

campus and surrounding areas (i.e., LAUS Master Plan). The LAUS Master Plan includes 38 acres of land at LAUS with 5.9 million square feet of entitlements that would allow for Metro to build on the property and draw lease revenues from both transit operators and businesses (Metro 2015b). The LAUS Master Plan identified the Southern California Regional Interconnector Project (SCRIP) as one of five related projects and included other development strategies for the area within and surrounding the LAUS campus.

- **LAUS capacity needs** – Service operators identified a need to increase the capacity of the rail yard by up to 300 percent while further enhancing operational flexibility with a northern loop track south of LAUS.
- **LAUS forecast passenger demand** – Metro determined the existing 28-foot-wide pedestrian passageway connecting the east and west ends of LAUS would be unable to meet forecast passenger demand on existing and planned modes of transportation that were projected at the time to result in over 200,000 passenger trips through LAUS each weekday by 2040 (Metro 2015b) and began evaluating concepts for a new passenger concourse.

As a result of these area-wide planning changes, Metro initiated work on the SCRIP concurrent with the development of the LAUS Master Plan to identify new run-through track alternatives in conjunction with a new at grade passenger concourse at LAUS (below the rail yard), an elevated rail yard, and a northern loop track.

Under the SCRIP, Metro initiated the planning and design of a new passenger concourse below an elevated rail yard, with up to 10 new run-through tracks south of LAUS to meet current building code standards while implementing long term rail, transit, and mobility improvements at LAUS. Initially in 2005 LAUS was identified as a potential station location in the Tier 1 documents associated with the planned HSR system (CHSRA and FRA 2005). The planned HSR system was not considered as part of the SCRIP because Metro and CHSRA had yet to enter into an agreement to accommodate the planned HSR system through the Project limits.

### **1.2.3 Link Union Station Project**

In 2016, Metro rebranded SCRIP as the Link US Project. Through the alternatives analysis process conducted for the Burbank to Los Angeles and Los Angeles to Anaheim Project Sections of the planned HSR system, LAUS became the preferred station location for the planned HSR system in Downtown Los Angeles (CHSRA 2021). For this reason, Metro and CHSRA also entered into an agreement to complete the necessary project-level environmental analysis and preliminary engineering to accommodate the planned HSR system as part of the Link US Project.

The run-through tracks over US-101 have been included since 2002 as part of the Run-Through Track Project and remain the fundamental component to improving operational efficiency, capacity, flexibility, reliability, and connectivity for trains using LAUS.

On May 27, 2016 Metro issued a Notice of Preparation and on May 31, 2016 FRA (while still the NEPA lead agency at the time) published a Notice of Intent (NOI) to prepare a joint EIS/EIR for the Link US Project pursuant to California Code of Regulations, Title 14, Division 6, Chapter 3 (CEQA Guidelines); Section 15222 (“Preparation of Joint Documents”); and 40 Code of Federal Regulations (CFR) Sections 1506.2 and 1506.4 (2016) (authority for combining federal and state environmental documents). The Project, as described in the 2016 NOP and NOI, included three main elements (elevated throat and rail yard, new passenger concourse, and up to 10 run-through tracks over US-101, including a loop track).

In November 2017, CHSRA, in partnership with the California State Transportation Agency, submitted a draft application to FRA to assume the federal environmental review responsibilities under NEPA and other federal environmental laws (NEPA Assignment). On May 2, 2018, FRA published the final application for NEPA assignment and draft memorandum of understanding (MOU) in the *Federal Register*. The 30-day public comment period closed June 1, 2018. Pursuant to the final MOU dated July 23, 2019, between FRA and the State of California, CHSRA is the lead federal agency under NEPA and Metro is the project sponsor and joint NEPA lead agency. The MOU is authorized by 23 United States Code (USC), Section 327 through the Surface Transportation Project Delivery Program, otherwise known as NEPA Assignment. The MOU assigned to the State of California, acting through CHSRA, most responsibilities under NEPA and other federal environmental laws for projects needed to support the design, construction, and operation of the planned HSR system. The MOU also assigned projects that directly connect to stations for the planned HSR system, including the Link US Project.

In October 2018, Metro, acting as the lead agency under CEQA, elected to prepare a standalone EIR for the Link US Project pursuant to CEQA. In June 2019, the Metro Board of Directors certified the Link US Project Final EIR, and in October 2021 the Metro Board of Directors approved CEQA Addendum No. 1 to the Final EIR.

In October 2019, CHSRA and Metro began preparation of a standalone Draft EIS for the Project. In September 2020, in response to the potential need for railroad improvements at Malabar Yard in the City of Vernon, CHSRA issued a Revised NOI to initiate additional scoping and solicit additional public and agency input regarding the development of the Draft EIS for the Link US Project. In December 2022, Metro elected to prepare a CEQA Supplemental EIR (SEIR) to disclose to decision makers, public agencies, and the general public the minor additions or changes (referred to as changed circumstances) that have occurred since certification of the Final EIR on June 27, 2019 (State Clearinghouse No. 2016051071) and subsequent approval of CEQA Addendum No. 1 and adoption of the Revised Mitigation Monitoring and Reporting Program (MMRP) on October 28, 2021.

In April 2023, CHSRA and Metro agreed to prepare a joint EIS/SEIR.

- The NEPA EIS will document the baseline conditions that describe the affected environment, identify the regulatory context for project implementation, discuss the context and intensity of potential environmental effects, and outline measures to reduce the

magnitude of potential adverse effects. The NEPA EIS will also identify the measures CHSRA and Metro have taken to demonstrate compliance with applicable federal, state, and local environmental laws and regulations, including but not limited to, Section 106 of the National Historic Preservation Act (NHPA); Clean Water Act; Federal Clean Air Act; Section 4(f) of the Department of Transportation Act of 1966; Endangered Species Act; Executive Order (EO) 11990, Protection of Wetlands; EO 11988 and United States (U.S.) Department of Transportation Order 5650.2 on Floodplain Management and Protection; EO 12898, Federal Actions to Address Environmental Justice (EJ) in Minority Populations and Low Income Populations; and applicable County and City of Los Angeles and City of Vernon ordinances/codes.

- Pursuant to CEQA Guidelines Section 15163(b), the SEIR will contain the necessary information to make the previous EIR adequate for the Project, as revised. Due to the nature of the changed circumstances, including but not limited to, the changes associated with the Modified Proposed Project (synonymous with NEPA Build Alternative considered in the NEPA EIS), the SEIR includes an evaluation of only the environmental topics that apply to the project in the changed situation (CEQA Guidelines Section 15163[a][2]). The SEIR will be a standalone chapter in the EIS/SEIR and will be circulated to agencies and the public as a joint document.

## 2.0 Purpose of the Agency and Public Coordination Plan

This Agency and Public Coordination Plan has been prepared to comply with the requirements of 23 USC Section 139, which establishes procedures for efficient environmental reviews. The purpose of this plan is to identify federal, state, regional, and local agencies that have a role in the Link US EIS/SEIR and describe their responsibilities. The Agency and Public Coordination Plan outlines the approach CHSRA and Metro will follow to provide the public and other stakeholders' opportunities for input on the environmental review process, in accordance with applicable laws, regulations, and policies.

This Agency and Public Coordination Plan describes the approach for agency and public involvement for the EIS/SEIR and includes a proposed schedule for completion of the environmental review process (Table 4-1 in Section 4.0). Upon finalization, this Agency and Public Coordination Plan will have been established in consultation with each of the NEPA cooperating and participating agencies. Once established, the environmental review schedule and any subsequent updates will be made available to the public and the NEPA cooperating and participating agencies via the Project website and the federal infrastructure projects permitting dashboard (<https://www.permits.performance.gov/>).

Throughout the environmental review process, this Agency and Public Coordination Plan can be amended, as needed, to include more detailed engagement strategy plans for agencies and the public. Changes and updates to this Agency and Public Coordination Plan will be documented in Section 7.0, Revision History. In addition to agency coordination, the Project team will implement an ongoing public involvement program, which is described in a separate document (see *Link US Public Outreach Plan*, Appendix R of the EIS/SEIR).

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## 3.0 Agencies, Roles, and Responsibilities

There are many federal, state, regional, and local agencies with varied interests in the Project. In accordance with 40 CFR 1501.5<sup>1</sup> and 23 USC Section 139, agency roles and responsibilities are defined in the sections below.

### 3.1 Lead Agencies

Lead agencies include the U.S. Department of Transportation, or any operating administration designated by the secretary, appropriate state or local governmental entity, and any sponsor receiving funds from U.S. Department of Transportation for the Project. Lead agencies are responsible for providing an opportunity for public, NEPA cooperating and participating agency and CEQA responsible agency involvement.<sup>2</sup> It is the responsibility of the lead agencies to identify, invite, and involve NEPA cooperating and participating agencies and CEQA responsible agencies throughout the environmental review process.

Lead agencies are responsible for ensuring that the environmental review process is conducted properly and in accordance with all applicable environmental regulations. Lead agencies have the authority and responsibility to take proper and necessary actions to facilitate the expeditious resolution of the environmental review process for the Project, prepare or ensure that the environmental documentation is completed in accordance with applicable laws, and consider and respond to comments received.

As discussed above, on July 23, 2019, CHSRA was assigned FRA's responsibilities under NEPA for the Project. CHSRA is the lead federal agency under NEPA, and Metro is the lead agency under CEQA, project sponsor and joint NEPA lead agency.

### 3.2 NEPA Cooperating Agencies

NEPA cooperating agencies are federal agencies other than the lead federal agency that have jurisdiction by law or special expertise with respect to a particular environmental issue involved in a particular project (40 CFR 1501.6). NEPA cooperating agencies may also be state or local agencies of similar qualifications or Indian tribal governments (40 CFR 1508.5) if agreed upon by the lead agencies. Federal agencies that are required to make an approval or take an action for a project must cooperate with the lead agencies to ensure that the NEPA cooperating federal

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<sup>1</sup> The Council on Environmental Quality (CEQ) issued new regulations effective April 20, 2022, updating the NEPA implementing procedures at 40 CFR Parts 1500-1508. However, because this environmental document was initiated prior to the effective date, it is not subject to the new regulations, and relies on the 1978 regulations as they existed prior to April 20, 2020. Therefore, all citations to CEQ regulations in this environmental document refer to the 1978 regulations.

<sup>2</sup> For the purposes of this Agency & Public Coordination Plan, only NEPA cooperating and participating agencies are discussed and referenced. CEQA responsible agencies are referenced, where applicable.

agency can reference the EIS to make their own NEPA determination for project actions within their jurisdiction (23 USC 139(d)(8)).

NEPA cooperating agencies have the responsibility to:

- Participate in interagency coordination meetings
- Review relevant technical studies that may be required for the Project
- Review Project information, including study results
- Express agency views on subjects within the agency's jurisdiction or expertise
- Identify information in the Project environmental documents that NEPA cooperating agencies need to fulfill their NEPA responsibilities and any other requirements regarding jurisdictional approvals, permits, licenses, and/or clearances

NEPA cooperating agencies are NEPA participating agencies and share the responsibilities of NEPA participating agencies; however, not all participating agencies are cooperating agencies.

### **3.3 NEPA Participating Agencies**

NEPA participating agencies are federal, state, regional, or local agencies or federally recognized tribal governmental organizations with an interest in the Project. Non-governmental organizations and private entities cannot serve as NEPA participating agencies. The role of NEPA participating agencies is to:

- Provide comments, responses, studies, or methodologies on those areas within the special expertise or jurisdiction of the agency
- Use the process to address any environmental issues of concern to the agency, which include any issues that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the Project

Per 23 USC Section 139, any federal agency that is invited by the lead agency to participate in the environmental review process for a project shall be designated as a NEPA participating agency by the lead agency unless the invited agency informs the lead agency, in writing, by the deadline specified in the invitation letter that the agency is declining the invitation. Any federal agency that chooses to decline the invitation to be a NEPA participating agency must specifically state in its response that it:

- Has no jurisdiction or authority with respect to the Project;
- Has no expertise or information relevant to the Project; and
- Does not intend to submit comments on the Project.

The NEPA lead, cooperating, and participating agencies<sup>3</sup> for the Project, the anticipated role of these agencies based on their formal acceptance of previous invitations, and the expected level of involvement/subject matter expertise are summarized in Table 3-1.

<b>Table 3-1. Summary of Agency Project Roles and Jurisdiction</b>	
<b>Agency</b>	<b>Project Role and Jurisdiction</b>
<b>Lead Agencies</b>	
CHSRA	CHSRA is the federal lead agency responsible for NEPA compliance, as well as compliance with other federal environmental laws as established in the MOU between the FRA and the State of California. CHSRA is also a CEQA responsible agency.
Metro	Metro is the project sponsor responsible for project design, and construction/implementation. Metro is also the lead agency for CEQA compliance, owner of LAUS, and operating entity at LAUS (e.g., Metro Rail). Metro is also the joint lead agency under NEPA.
<b>NEPA Cooperating Agencies</b>	
Caltrans, District 7	Caltrans District 7 accepted the invitation to be a cooperating agency on September 1, 2017, January 13, 2020, and reconfirmed their role on August 21, 2023.  As a cooperating agency, Caltrans would be requested to focus on issues and subject areas pertinent to highway planning, roadway travel demand, accident/safety impacts/benefits and potential effects of the project on the interstate highways and their rights-of-way in the project study area. Caltrans is delegated the responsibilities of the FHWA in California. Caltrans is also a CEQA responsible agency and would have discretionary authority for project facilities over US-101 and within Caltrans right-of-way.
SCRRA/Metrolink	SCRRA accepted the invitation to be a cooperating agency on August 15, 2017 and reconfirmed their role on August 18, 2023.  SCRRA is the provider of Metrolink passenger train service. As a cooperating agency, SCRRA would be requested to focus on issues and subject areas pertinent to operation and maintenance of the regional/intercity rail system in the project study area and potential effects of the project on the overall regional/intercity rail system in Southern California. SCRRA is also a CEQA responsible agency.
<b>NEPA Participating Agencies</b>	
FTA, Region 9	FTA accepted the invitation to be a participating agency on June 22, 2018. FTA declined the invitation to continue their role as a participating agency on August 1, 2023.  FTA is a federal agency providing expertise regarding commuter rail and transit systems and the federal lead agency for the West Santa Ana Branch Line Project. As a participating agency, FTA was requested to focus on issues pertinent to commuter rail and multimodal station planning, transit travel demand, transit service, and

<sup>3</sup> California Environmental Quality Act (CEQA) responsible agencies and applicable Section 106 consulting parties are participating agencies.

**Table 3-1. Summary of Agency Project Roles and Jurisdiction**

Agency	Project Role and Jurisdiction
	potential project-related effects on the West Santa Ana Branch Transit Corridor Project.
U.S. EPA, Region 9*	<p>In 2016, FRA invited U.S. EPA to become participating agency. Pursuant to 23 USC Section 139, U.S. EPA was designated a participating agency by FRA because a response letter was not received declining the participating agency role. In 2019, CHSRA requested confirmation from U.S. EPA for the continued involvement as a participating agency for this EIS. A response letter was not received.</p> <p>U.S. EPA accepted the invitation to be a participating agency on August 2, 2023.</p> <p>U.S. EPA is a federal agency responsible for the formal notice and publication of the EIS and has the authority to review and comment on federally proposed actions under the Clean Air Act. As a participating agency, the U.S. EPA would be requested to focus on issues and subject areas pertinent to air quality, climate change and greenhouse gases, aquatic resources and the Los Angeles River, EJ concerns, and coordination with local planning efforts.</p>
Federal Highway Administration*	<p>In 2016, FRA invited FHWA to become participating agency. Pursuant to 23 USC Section 139, FHWA was designated a participating agency by FRA because a response letter was not received declining the participating agency role. In 2019, CHSRA requested confirmation from FHWA for the continued involvement as a participating agency for this EIS. A response letter was not received.</p> <p>FHWA confirmed their role as a participating agency on August 21, 2023.</p> <p>FHWA is an agency within the U.S. Department of Transportation that supports state and local governments in the design, construction, and maintenance of the Nation's highway system (Federal Aid Highway Program) and various federally and tribal-owned lands. Caltrans is delegated the NEPA responsibilities of the FHWA in California.</p>
City of Los Angeles Department of City Planning	<p>The City of Los Angeles Department of City Planning accepted the invitation to be a participating agency on June 19, 2020 and reconfirmed their role on August 9, 2023.</p> <p>Multiple city departments are involved with the project and have differing approval authority; however, the Department of City Planning is the primary point of contact for review of environmental documentation and interagency coordination between the various departments within the city. As a participating agency, the Department of City Planning would be requested to focus on issues and subject areas pertinent to the city's land use plans, policies and programs as part of the city's General Plan and any issues that could substantially delay or prevent the City of Los Angeles from granting a permit or other approval that is needed for the project. The City of Los Angeles is also a CEQA responsible agency.</p>
Housing Authority of the City of Los Angeles*	<p>In 2017 and in 2019, FRA and CHSRA respectively, invited the Housing Authority of the City of Los Angeles to become a participating agency. Based on prior invitations, the Housing Authority of the City of Los Angeles did not accept or decline the participating agency role. In July 2023, CHSRA reissued invitation to the Housing Authority of the City of Los Angeles to become a participating agency – no response was received.</p> <p>The Housing Authority of the City of Los Angeles operates the William Mead Homes public housing development, which is a Section 4(f) property and a historic property under the NHPA. As a participating agency, the Housing Authority of the City of Los</p>

Table 3-1. Summary of Agency Project Roles and Jurisdiction	
Agency	Project Role and Jurisdiction
	Angeles would be requested to focus on issues and subject areas pertinent to the potential effects of the project on William Mead Homes. The Housing Authority of the City of Los Angeles is also a Section 106 consulting party.
City of Los Angeles Office of Historic Resources*	<p>In 2017 and in 2019, FRA and CHSRA respectively, invited the City of Los Angeles Office of Historic Resources to become a participating agency. Based on prior invitations, the City of Los Angeles Office of Historic Resources did not accept or decline the participating agency role. In July 2023, CHSRA reissued invitation to the City of Los Angeles Office of Historic Resources to become a participating agency – no response was received.</p> <p>The City of Los Angeles Office of Historic Resources is associated with the Department of City Planning to help integrate historic preservation into the city’s planning process (and serve as an expert resource on historic preservation for the Department). As a participating agency, the City of Los Angeles Office of Historic Resources would be requested to focus on issues and subject areas pertinent to the potential effects of the project on historic properties. The City of Los Angeles Office of Historic Resources is also a Section 106 consulting party.</p>
City of Vernon	<p>In July 2023, the City of Vernon was invited to be a participating agency. No response was received.</p> <p>The City of Vernon has multiple city departments that may be involved with the implementation of Malabar Yard railroad improvements based on differing approval authority. As a participating agency, the City of Vernon would be requested to focus on issues and subject areas that would specifically affect issues in the city, including but not limited to traffic and vehicular circulation and land use/property impacts.</p>

**Notes:**

\* An invitation letter was sent to this agency; no response was received (See Section 4.4).

**Caltrans=California Department of Transportation; CEQA=California Environmental Quality Act; CHSRA=California High-Speed Rail Authority; EIS=environmental impact statement; EJ=environmental justice; EPA=Environmental Protection Agency; FHWA=Federal Highway Administration; FRA=Federal Railroad Administration; LAUS=Los Angeles Union Station; FTA=Federal Transit Administration; Metro=Los Angeles County Metropolitan Transportation Authority; MOU=memorandum of understanding; NEPA=National Environmental Policy Act; NHPA=National Historic Preservation Act; SCRRA=Southern California Regional Rail Authority; U.S.=United States; USC=United States Code**

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## 4.0 NEPA Coordination Points and Anticipated Completion Dates

Timeframes and review periods for the NEPA environmental review process have been established in accordance with the Council on Environmental Quality regulations 40 CFR Parts 1500-1508, the FRA's Environmental Procedures (64 FR 28545, May 26, 1999, as updated in 78 FR 2713, January 14, 2013), and 23 USC Section 139. The key coordination points are summarized below, and Table 4-1 provides a schedule for completion of the environmental review process, in accordance with 23 USC Section 139(g)(1)(B).

### 4.1 Notice of Intent and Revised Notice of Intent

To comply with NEPA, an NOI was published in the *Federal Register* on May 31, 2016. At the time of publishing the NOI, FRA and Metro intended to prepare a joint EIS/EIR.

On September 17, 2020, the FRA, on behalf of CHSRA, issued a Revised NOI in response to the potential need for railroad improvements at Malabar Yard in the City of Vernon. Issuance of the Revised NOI initiated an additional scoping process to solicit additional public and agency input regarding the development of the Draft EIS for the Link US Project.

### 4.2 Scoping

#### 4.2.1 2016 Notice of Intent and Scoping Meeting

Pursuant to NEPA, scoping for the EIS began on May 31, 2016, when FRA published the NOI in the *Federal Register*. Agencies were notified of the EIS scoping period, which was also advertised in the *Federal Register* in the NOI and on the Project website (<https://www.metro.net/projects/link-us/>). The deadline for submitting scoping comments was June 30, 2016.

FRA and Metro held a scoping meeting on June 2, 2016, at Metro headquarters. The meeting included a presentation, provided an open forum for public and agency comment, and provided information to the public on the Project, as well as offered an opportunity to provide comments on the preliminary draft purpose and need, concepts under consideration, and issues and areas of concern to be considered in the environmental documentation.

#### 4.2.2 2020 Revised Notice of Intent and Virtual Scoping Meeting

After FRA published the 2016 NOI, completed project scoping, and executed the MOU with the State of California to delegate NEPA authority to CHSRA as the federal lead agency (July 2019), CHSRA and Metro, in coordination with the California State Transportation Agency (CalSTA) and

BNSF, identified railroad improvements to the BNSF Malabar Yard in the City of Vernon that would restore and offset the loss of storage track capacity at the BNSF West Bank Yard.

On September 17, 2020, the FRA, on behalf of CHSRA, issued a Revised NOI to solicit additional public and agency input into the development of the scope of the Link US Project EIS with respect to the railroad improvements to the BNSF Malabar Yard in the City of Vernon. Agencies were notified of the EIS scoping period, which was described in the Revised NOI and on the Project website ([metro.net/projects/link-us/](https://metro.net/projects/link-us/)) and virtual meeting room ([LinkUnionStation.com](https://LinkUnionStation.com)).

During the Revised NOI comment period, CHSRA and Metro held a virtual scoping meeting on October 8, 2020, which was accessible via a virtual meeting room hosting site: [LinkUnionStation.com](https://LinkUnionStation.com). The meeting was held virtually due to COVID-19 pandemic and stay-at-home orders within Los Angeles County.

During the Revised NOI comment period, CHSRA and Metro conducted a scoping meeting on October 8, 2020. The meeting was conducted virtually due to the COVID-19 pandemic and included a presentation of the Project, provided an open forum for public and agency comment, and offered an opportunity to provide comments on the preliminary draft purpose and need, concepts under consideration, and issues and areas of concern to be considered in the Draft EIS. The deadline for submitting scoping comments on the revised NOI was October 19, 2020.

### **4.3 Community Update Meetings**

Metro held a community update meeting on November 15, 2016. Materials presented at the meeting, including displays, a fact sheet, and project concepts, were made available on the Project website. An email was sent to all federal, state, and county-elected officials and Metro board members informing them of the community update meeting. Once elected officials and Metro board members were informed, email blasts were sent on October 31, 2016; November 10, 2016; and November 14, 2016, to approximately 1,900 stakeholders. The email blasts included links to the information translated into Spanish, Chinese, and Japanese. Phone calls to key community organizations were made by Metro's outreach team as a follow-up to the email blasts.

During preparation of the EIS/SEIR, CHSRA and Metro are also going to host community update meetings prior to the public circulation of the Draft EIS/SEIR and after the close of public circulation to provide project updates and the status of the environmental review process. Materials to be made available for the meetings will include display boards, a fact sheet, and a list of frequently asked questions. Invitations will be sent to the recipients of the stakeholder database, many of which are considered EJ populations. E-mails will be sent to all federal, state, and county-elected officials and Metro board members informing them of the community update meeting, as well as the NEPA cooperating and participating agency staff. Email blasts and phone calls will also be made to key community organizations to inform them of the community update meetings.

## 4.4 Invitation to NEPA Cooperating and Participating Agencies

Formal invitations to the following agencies were sent throughout development of the Draft EIS/SEIR as described below:

- On July 28, 2016, FRA invited Caltrans, CHSRA, the Federal Transit Administration (FTA), U.S. Environmental Protection Agency (EPA), Federal Highway Administration (FHWA), and the SCRRA to participate in the environmental review of the project as NEPA cooperating and/or participating agencies.
- On July 26, 2017, FRA sent NEPA cooperating agency invitation letters to CHSRA, SCRRA, FTA, and Caltrans.
  - Letters were received accepting NEPA cooperating agency status from Caltrans on September 1, 2017; SCRRA on August 15, 2017; and CHSRA on January 29, 2018. FTA accepted the invitation to become a NEPA participating agency on June 22, 2018.
- On July 26, 2017, NEPA participating agency invitation letters were also sent to the City of Los Angeles Department of City Planning, Office of Historic Resources, and Housing Authority; none of which responded accepting or declining the invitation.
- On December 13, 2019, after receipt of NEPA Assignment, CHSRA reissued letters requesting confirmation of each agency's involvement and participation in the environmental review process.
  - In response to the invitation letters issued by CHSRA in 2019, Caltrans reconfirmed their role as a NEPA cooperating agency on January 13, 2020, and the City of Los Angeles Department of City Planning accepted the role as a NEPA participating agency on June 19, 2020.
- On July 20, 2023, CHSRA reissued letters requesting confirmation of each agency's involvement and participation in the environmental review process. A new NEPA participating agency invitation letter was also sent to the City of Vernon.
  - In response to the invitation letters reissued by CHSRA in July 2023, U.S. EPA accepted their role as a NEPA participating agency on August 2, 2023; FHWA accepted the invitation to become a NEPA participating agency on August 21, 2023; the City of Los Angeles Department of City Planning reconfirmed their role as a NEPA participating agency on August 9, 2023; SCRRA reconfirmed their role as a NEPA cooperating agency on August 18, 2023; and Caltrans reconfirmed their role as a NEPA cooperating agency on August 28, 2023. FTA elected to not act as a NEPA participating agency on July 26, 2023. No response was received from the City of Vernon accepting or declining the invitation.

As the federal lead agency responsible for NEPA compliance, CHSRA may invite additional agencies to participate in environmental review process as NEPA cooperating and/or participating agencies.

## 4.5 Ongoing Coordination with Agencies

Following establishment of this plan, regular outreach and coordination activities will be conducted with NEPA cooperating and participating agencies through a variety of formal and informal methods, such as public meetings, Project development team and agency coordination meetings, as described in Section 5.1. Key milestones for NEPA cooperating and participating agency involvement during the environmental review process are shown in Table 4-1.

<b>Table 4-1. Proposed Environmental Impact Statement/Supplemental Environmental Impact Report Summary Schedule</b>	
<b>Milestone</b>	<b>Actual or Planned Completion</b>
NOP Filed – CEQA scoping comment period begins	05/27/16
NOI Published – NEPA scoping comment period begins*	05/31/16
Public scoping meeting**	06/02/16
CEQA scoping comment period concludes	06/27/16
NEPA scoping comment period concludes	06/30/16
NEPA participating agencies invited by FRA (U.S. EPA, FTA, and FHWA)	07/28/16
Section 106 consultation initiated with the State Historic Preservation Office	08/08/16
Community Update/Interagency Coordination Meeting to present alternatives screening results**	11/15/2016 and as needed
Additional NEPA participating agencies invited (City of Los Angeles Department of City Planning, Housing Authority of the City of Los Angeles, City of Los Angeles Office of Historic Resources)	07/26/17
NEPA cooperating agencies invited by FRA (FTA, Caltrans, CHSRA, and SCRRA)	07/26/17
2016 NOI Final Scoping Report prepared	05/23/18
NEPA cooperating and participating agencies initiate review of Draft Agency and Public Coordination Plan	05/31/18
NEPA cooperating agencies initiate review of EIS methodologies	07/27/18
Metro certifies Final EIR and adopts CEQA Findings and Mitigation Monitoring and Reporting Program	06/27/19

**Table 4-1. Proposed Environmental Impact Statement/Supplemental Environmental Impact Report Summary Schedule**

<b>Milestone</b>	<b>Actual or Planned Completion</b>
CHSRA updates Agency and Public Coordination Plan/reconfirms roles of NEPA cooperating and participating agencies	December 2019
NEPA cooperating agencies initiate review administrative Draft EIS Technical Studies*	January 2020
NEPA Revised NOI published	09/17/20
NEPA Revised NOI Virtual Scoping Meeting	10/08/20
Metro approves CEQA Addendum No. 1 and Revised Mitigation Monitoring and Reporting Program	10/21/21
CHSRA and Metro refined the design alternatives considered in the Draft EIS and initiate environmental review of one NEPA Build Alternative	December 2022
CHSRA and Metro agree to prepare a joint NEPA EIS/CEQA SEIR	April 2023
CHSRA updates Agency and Public Coordination Plan/reconfirms roles of NEPA cooperating and participating agencies	July 2023
NEPA cooperating agencies initiate review of full Administrative Draft EIS/SEIR and technical studies*	01/22/24
Draft EIS/SEIR 45-day public review period	06/21/24 – 08/09/24
Draft EIS/SEIR Open House and Public Hearing**	07/09/24
NEPA cooperating agencies initiate review of full Administrative Final EIS/SEIR and technical studies*	Fall 2024
Section 106 process completed	Fall 2024
Final EIS/SEIR Community Update Meeting	Spring 2024
CHSRA issues Record of Decision	Spring 2024

**Notes:**

*The Agency and Public Coordination Plan, including this schedule, may be amended to include more detailed engagement strategy plans for agencies and the public (23 USC Section 139(g)).*

*\* Indicates key milestones for cooperating and participating agency involvement (schedule subject to change).*

*\*\* Indicates key EIS outreach and/or coordination activities*

*Caltrans=California Department of Transportation; CHSRA=California High-Speed Rail Authority; EIS=environmental impact statement; EPA=Environmental Protection Agency; FHWA=Federal Highway Administration; FTA=Federal Transit Administration; NOI=Notice of Intent; SCRRA=Southern California Regional Rail Authority; SEIR=supplemental environmental impact report; U.S.=United States; USC=United States Code*

As shown above, NEPA cooperating agencies have already had, or will be provided, an opportunity to comment on the following Project documents:

- Draft Agency and Public Coordination Plan – review complete
- EIS Technical Study Methodology Memorandum – review complete
- Administrative Draft EIS/SEIR –review complete
- Administrative Final EIS/SEIR – upcoming review

NEPA participating agencies will be able to comment on this Agency and Public Coordination Plan and the public review Draft EIS/SEIR. Lead agencies may also request that NEPA participating agencies review additional reports or documents as the environmental review process progresses. 23 USC Section 139(g)(2)(B) requires the lead agency to establish comment deadlines for agency comments on the Draft EIS/SEIR of a maximum of 60 days after publication of the notice of availability in the *Federal Register* and a maximum of 30 days for all other comment periods.

## **4.6 Section 106 Coordination**

Outreach and consultation required under Section 106 of the NHPA will be conducted concurrently with the NEPA process in accordance with 36 CFR 800.8. The approach for Section 106 coordination is discussed in Section 5.0.

## **4.7 Permitting**

CHSRA and Metro will prepare the EIS/SEIR to support future permitting applications and requirements wherever possible.

NEPA cooperating and participating agency input will be requested at key milestones corresponding with the proposed schedule outlined in Table 4-1.

## 5.0 Agencies and Coordination

Throughout the environmental review process, agency coordination will occur in compliance with NEPA, CEQA, and other applicable regulatory requirements.

### 5.1 NEPA Cooperating and Participating Agencies

CHSRA and Metro are ultimately responsible for the Project's purpose and need, range of alternatives, and methodologies for documenting environmental conditions and assessing impacts. However, as described below, CHSRA and Metro will coordinate with the NEPA cooperating and participating agencies and consider the views of the agencies with relevant interests before making a decision. Information relevant to additional regulatory compliance and permitting actions will be included in the environmental review process to the extent practicable.

#### 5.1.1 Interagency Coordination Meetings

Interagency coordination meetings, Project development team meetings, and general coordination meetings will be held throughout the environmental review process. The intent of these meetings is to facilitate agency engagement on the Project during preparation of the environmental documentation and ensure each agency's ability to address their specific responsibilities, as outlined in Section 3.0. These meetings will formal or informal and provide a mechanism for agencies to complete the following:

- Provide comments, responses, or methodologies on those areas within the special expertise or jurisdiction of the agency
- Identify, as early as practicable, any issues of concern regarding the Project's potential environmental or socioeconomic impact
- Provide meaningful input at key milestones
- Provide timely review and comment on environmental documentation

The lead agencies will invite all NEPA cooperating and participating agencies to interagency coordination meetings. Interagency coordination meetings will occur at specific milestones, and attendees would be notified (via email) of important Project events, including public meetings and technical document availability, as shown in Table 4-1.

### 5.2 National Historic Preservation Act, Section 106

Section 106 of the NHPA (36 CFR Part 800) requires federal agencies to take into account the effects of their undertakings on historic properties that are listed or meet the eligibility criteria for listing in the National Register of Historic Places. The Section 106 process has a specific public involvement component. In particular, Section 106 regulations require that the lead federal agency, in consultation with the State Historic Preservation Office, identify appropriate points for

seeking public input and notification of the proposed undertaking. The regulations require that the federal lead agency seek and consider the views of the State Historic Preservation Office and the public in a manner that reflects the nature and complexity of the Project and its effects on historic properties. CHSRA will implement the Section 106 consultation process pursuant to the provisions outlined in Section 106 of the NHPA and the NEPA Assignment MOU between CHSRA and FRA.

Public outreach for purposes of NEPA can be used to satisfy the public involvement requirements under Section 106 of the NHPA as long as the NEPA document contains adequate information about the Project's effects on historic properties. CHSRA plans to pursue this coordinated NHPA Section 106 and NEPA public engagement approach. Individuals and organizations with a demonstrated interest in the Project (due to the nature of their legal or economic relation to the undertaking or affected properties or their concern with the undertaking's effects on historic properties) may make a request to be designated as a Section 106 consulting party.

On August 8, 2016, FRA initiated consultation with the State Historic Preservation Office. In addition, FRA sent a scoping letter to the federally recognized Soboba Band of Luiseno Indians Native American tribe to initiate government-to-government consultation<sup>4</sup> and provide notice of the public scoping meeting. The state-recognized Gabrieleno Band of Mission Indians-Kizh Nation and Tongva Ancestral Territorial Tribal Nation have also requested to be consulted. As shown in Table 3-1, other applicable agencies and stakeholders that are consulting parties in the Section 106 process were also invited as NEPA participating agencies. CHSRA will continue to coordinate to identify, accept, and notify stakeholders of their status as Section 106 consulting parties and/or NEPA participating agencies. At key milestones in the Section 106 process, consulting party meetings will be held. Information presented to the consulting parties will include the results of the historic and archaeological studies, as well as any potential effects to historic properties within the Project study area. The consulting parties will have the opportunity to comment on the identification and evaluation of historic properties; provide their views on effects to these properties; and participate in the consideration of measures to avoid, minimize, or mitigate adverse effects on identified historic properties.

### **5.3 Section 4(f) Coordination**

Section 4(f) resources include public parks, wildlife refuges, and historic resources. To the extent applicable, CHSRA will coordinate with the State Historic Preservation Officer as the official with jurisdiction over the historic sites. The public will be provided an opportunity to review and comment on the Project's Section 4(f) evaluation during the public review period.

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<sup>4</sup> FRA retains government-to-government consultation authority with federally recognized Indian tribes.

## 5.4 Environmental Justice Outreach

CHSRA is responsible for complying with EO 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, which requires consideration of whether a proposed action would disproportionately affect minority communities or low-income communities (59 FR 7629 [1994]). Additionally, EO 12898 requires federal agencies to ensure public participation from communities with substantial minority or low-income populations. In addition to EO 12898, CHSRA will also comply with EO 14096, *Revitalizing Our Nation's Commitment to Environmental Justice for All*, which directs agencies to identify, analyze, and address actions related to any federal regulation, policy, or practice that impairs the ability of communities with EJ concerns to achieve or maintain a healthy and sustainable environment. EO 14096 also requires agencies to evaluate relevant legal authorities and, where appropriate, consider adopting measures to avoid or minimize adverse environmental effects of federal activities on communities with EJ concerns. Each federal agency has developed a strategy to address EJ. The EJ analysis in the EIS/SEIR will follow the appropriate guidance and methodologies to examine the potential impacts to minority and low-income groups (e.g., Council on Environmental Quality's EJ Guidelines under NEPA [December 1997], and the U.S. Department of Transportation's Final Order 5610.2(c) on EJ [April 1997 and updated May 2021]).

An EJ analysis will be prepared for the Project to identify and address potential disproportionate and adverse effects to EJ populations and to document how EJ populations are targeted in public outreach efforts throughout the environmental review process.

CHSRA and Metro are also responsible for complying with Title VI of the Civil Rights Act of 1964. Recipients of federal aid must certify nondiscrimination on the basis of race, color, or national origin. Title VI specifically states that “no person in the United States shall on the ground of race, color, or national origin be excluded from participation in, denied benefits of, or subjected to discrimination under any program or activity receiving Federal financial assistance.”

It is the intent of the environmental review process to ensure all members of the public are provided opportunities to be heard and to participate meaningfully from the outset of the Project and throughout all phases of Project development. The EJ analysis in the EIS/SEIR will identify minority communities and low-income communities in the Project study area. EJ populations identified within the study area will be included in the public outreach process and engaged throughout the environmental review process to participate meaningfully in review of the Project. As a general rule, the following principles will be adopted to support involvement of these local EJ populations in the Project study area:

- Documents, notices, and meetings will be made concise, understandable, and readily accessible to the public
- Informational material will be made available through a variety of outlets, including e-mail blasts, mailings, pamphlet distribution, website updates, and social media engagement
- All public events will be scheduled at convenient and accessible locations and times

- Various community leaders and groups will be contacted to increase public participation of constituent communities

## **5.5 Limited English Proficiency Outreach**

Individuals who do not speak English as their primary language and who have a limited ability to read, speak, write, or understand English are considered to be a part of limited English proficiency (LEP) populations. LEP populations are protected by federal laws concerning language access rights, including Title VI of the Civil Rights Act of 1964 and EO 13166, *Improving Access to Services for Persons with Limited English Proficiency* (signed on August 11, 2000). EO 13166 requires federal agencies to examine the services they provide, identify any need for services to those with LEP, and develop and implement a system to provide those services so LEP persons can have meaningful access to them.

Metro is taking steps to provide meaningful access to those LEP individuals expected to be most regularly encountered; for example, as necessary, translation services are available at public meetings, and meeting notification materials are being advertised in multiple languages.

## **5.6 Americans with Disabilities Act Compliance**

Public meetings will be held in locations that comply with the Americans with Disabilities Act to assure that stakeholders who are disabled or elderly may have convenient access to meetings. Sign language interpreters are available upon request at formal public meetings and other meetings, as advertised in meeting notification materials. Public notices announcing public meetings will provide instructions for requesting other special accommodations. The Project website has been designed to accommodate people with visual impairments (e.g., adjustable text size, compatibility with screen readers).

## 6.0 Stakeholders and Public Involvement Activities

CHSRA and Metro will facilitate an open, participatory environmental review process and conduct all public involvement activities in compliance with local, state, and federal regulations and policies, pursuant to the implementing regulations for NEPA (40 CFR 1506.6, Public Involvement). CHSRA and Metro have and will continue to inform the public early and solicit continued public feedback throughout the environmental review process, encouraging an open discussion of Project details and issues and providing opportunities for comments and questions.

The goals for public involvement are as follows:

- To provide an opportunity and a mechanism for public participants to engage in the development of the environmental documentation and give relevant input to the Project
- To focus public input in a structured manner that will allow decisions to be made with the maximum benefit from public involvement
- To ensure that elected officials, agencies, stakeholders, and the general public are adequately informed about the Project and its implications for their communities, as well as identify potential issues so that they can be addressed and resolved before the completion of the environmental review process

Additional details on the stakeholder and public involvement activities performed to date and planned in the future, including outreach to EJ and LEP populations are outlined in the Link US Public Outreach Plan.

### 6.1 Project Development Team

The project development team will be convened to facilitate coordination between CHSRA, Metro, Caltrans, SCRRA, and the City of Los Angeles, as well as other pertinent agencies and consultant staff providing guidance on the development and execution of project approach, conclusions, recommendations, and other key decisions or findings. Agency participants and their primary points of contact include:

- Scott Rothenberg, Acting Director of Environmental Services, CHSRA
- Brett Rushing, NEPA Assignment Manager, CHSRA
- Scott McConnell, PE, Executive Officer – Project Management Division, Metro
- Carlos Montez, Senior Director – Highway Programs, Metro
- Thoa Le, Senior Environmental Scientist, Caltrans District 7
- Sheik Moinuddin, Senior Transportation Engineer, Caltrans District 7
- Justin Fornelli, Chief Program Delivery, SCRRA
- Roderick Diaz, Director of Planning and Development, SCRRA

- Chris Haskell, Senior Manager, SCRRA
- Veena Snehansh, City Planner, City of Los Angeles Department of City Planning
- Tomas Carranza, Senior Transportation Engineer, City of Los Angeles Department of Transportation
- Richard Liu, Council/Board Liaison/Civil Engineer, City of Los Angeles Department of Public Works, Bureau of Engineering

## 6.2 Communicating with the Public

Public involvement includes a number of different outreach tools and activities. These include the following:

- **Website:** Metro has developed a website for the Project (<https://www.metro.net/projects/link-us/>). This website includes the Project description, Project schedule, public involvement information, and related studies and resources. The website will be kept up to date with information on the Project alternatives, environmental review, and current and previous Project documentation, as well as provide a link to allow people to sign up for the mailing list and submit comments electronically. The website has been designed to include a section where visitors can sign up for the Project mailing list (to be included in future email blasts) and a web form to submit their comments and questions.
- **Mailing List:** Metro has developed an electronic and traditional mailing list of elected officials, public agency contacts, property owners adjacent to the Project study area, stakeholders and community groups, and members of the public with an interest in the Project. The mailing list will be used to distribute meeting announcements and information about the Project. Where email addresses are available, announcements including Project information and public involvement opportunities will be distributed electronically. The mailing list will be updated throughout the life of the Project to include new contacts obtained from meetings and from the Project website. Metro, Metrolink, and Amtrak passengers can also elect to be placed on the mailing list for Project-related notification during implementation of the Project.
- **Local Government and Stakeholder Briefings:** Upon request, at key milestones, or as needed, the lead agencies will brief the appropriate local government entities and stakeholders to provide information, answer questions, and receive feedback.
- **Public Information Meetings:** The lead agencies will hold public meetings to provide information about the status of the Project and solicit feedback at key milestones.
- **Public Comment Periods:** NEPA and CEQA require public comment periods to provide an opportunity for public input at two critical points during the environmental review: during the scoping period and when the environmental documentation is complete and available for public review and comment.
  - The CEQA and NEPA scoping comment periods are complete, as discussed above.

- Upon publication of the Draft EIS/SEIR, CHSRA and Metro will hold a public hearing as detailed in Section 6.2.1. In accordance with NEPA and CEQA requirements, the Draft EIS/SEIR will be published for public review and comment for a minimum 45 days. Upon close of the public comment period, all substantive comments will be considered and addressed in the Final EIS/SEIR and Record of Decision.

## 6.2.1 Public Meetings

Opportunities for public input throughout the Project will include the following:

- **Public Scoping Meeting for Notice of Preparation/Notice of Intent:** As discussed above in Section 4.2, FRA and Metro conducted a public scoping meeting on Thursday, June 2, 2016, from 6:00–8:00 p.m. on the first-floor plaza of Metro headquarters at One Gateway Plaza, Los Angeles, California 90012. Thirty-eight attendees signed in. The purpose of the meeting was to gather input and feedback on Project scoping, including the Project’s purpose and need, alternatives development and screening process, preliminary concepts, and environmental considerations to be addressed in the environmental review. The meeting was organized in an open house format, and attendees were encouraged to share comments and questions with representatives from FRA and Metro. The representatives were available to converse with attendees and to notify the public of the Project commenting options and availability of materials on the project website.
- **Additional Public Scoping Meeting for Revised Notice of Intent:** CHSRA and Metro conducted an additional public scoping meeting on October 8, 2020, from 6:00–8:00 p.m. via a Zoom meeting link. Approximately 107 persons attended the live meeting via accessing a virtual meeting room. The purpose of the second scoping meeting was to gather input and feedback on the Malabar Yard railroad improvements and the Project’s purpose and need, alternatives development and screening process, preliminary concepts, and environmental considerations to be addressed in the environmental review.
- **Open House and Public Hearing during the Draft EIS/SEIR Public Comment Period:** Following publication of the Draft EIS/SEIR, CHSRA and Metro will hold an open house/public hearing. The public hearing portion will include an opportunity for oral testimony (to be recorded by a stenographer). Comments and testimony provided at the public hearing will be addressed in the Final EIS/SEIR.
- **Additional Public Information/Interagency Coordination Meetings:** FRA and Metro held two meetings to keep the public informed about the progress of the Project. One community meeting was held in November 2016 in conjunction with the preliminary alternatives and screening process and an open house was held in September 2018 to present Metro’s alternatives for consideration in the environmental documentation. The public information meeting format included display boards, presentations, and informal discussions between Project team members and meeting attendees. As discussed above in Section 4.3 and 5.1.1, additional community update meetings are planned prior to and

after the public comment period, and additional meetings with the NEPA cooperating and participating agencies would occur on an as-needed basis and at key milestones.

The Project website, newspaper advertisements, news releases, emails, mailings of meeting flyers, and social media (Facebook and Twitter) will be used to publicize all public meetings. CHSRA and Metro will keep all NEPA cooperating and participating agencies informed about public meetings and other relevant information.

The public meetings and hearings will be accessible to persons with disabilities and persons with LEP. Special services, such as an interpreter or sign language services, will be available upon request. Public notices announcing these meetings will provide instructions for requesting these services.

## **6.2.2 Project Document Repositories**

Local document repositories enable members of the public to examine project documents, including EIS/SEIR supporting documents and other informational materials. Document repositories for the Link US EIS/SEIR are identified in the Link US Public Outreach Plan.

At the time of the release of the Draft EIS/SEIR, CHSRA and Metro will issue a Notice of Availability. The Notice of Availability will be issued in the *Federal Register*, posted to the State Clearinghouse and County Clerk, one or more local newspapers, and on the Project website: [www.linkunionstation.com](http://www.linkunionstation.com).

## 7.0 Revision History

Revisions to this plan are documented in Table 7-1.

Table 7-1. Revision History		
Revision Number	Date	Summary of Revisions
0	01/11/17	First draft
1	04/03/17	Revised per FRA comments on Agency and Public Coordination Plan
2	05/05/17	Revised per FRA comments on Agency and Public Coordination Plan and schedule
3	06/19/17	Revised per FRA direction on NEPA cooperating/participating agencies
4	01/16/18	Revised per FRA comments on Agency and Public Coordination Plan and schedule
5	04/19/18	Revised per FRA comments on Agency and Public Coordination Plan and consistency updates from other project documents (Alternatives Analysis Report)
6	05/24/18	Revised per FRA comments on Agency and Public Coordination Plan schedule
7	07/11/18	Revised per Caltrans and SCRRRA comments on Agency and Public Coordination Plan
8	07/26/18	Final version submitted to NEPA cooperating/participating agencies
9	08/01/18	Revised to adjust NEPA cooperating/participating agency status (superseded final version submitted to NEPA cooperating and participating agencies)
10	09/20/18	Revised per SCRRRA comments on Agency and Public Coordination Plan (superseded final version)
11	02/04/19	Revised to reflect separation of CEQA and NEPA documents.
12	11/19/19	Revised to describe the NEPA Assignment MOU and to reflect CHSRA as the NEPA lead agency
13	02/24/23	Updated following Revised NOI scoping period and acknowledgements of Malabar Yard railroad improvements in the City of Vernon.
14	04/14/23	Revised per CHSRA comments on Agency and Public Coordination Plan and to reflect preparation of joint EIS/SEIR

**Table 7-1. Revision History**

Revision Number	Date	Summary of Revisions
15	07/10/23	Revised per CHSRA backcheck/review prior to release to agencies
16	6/5/24	Revised prior to 45-day public comment period to reflect current project schedule

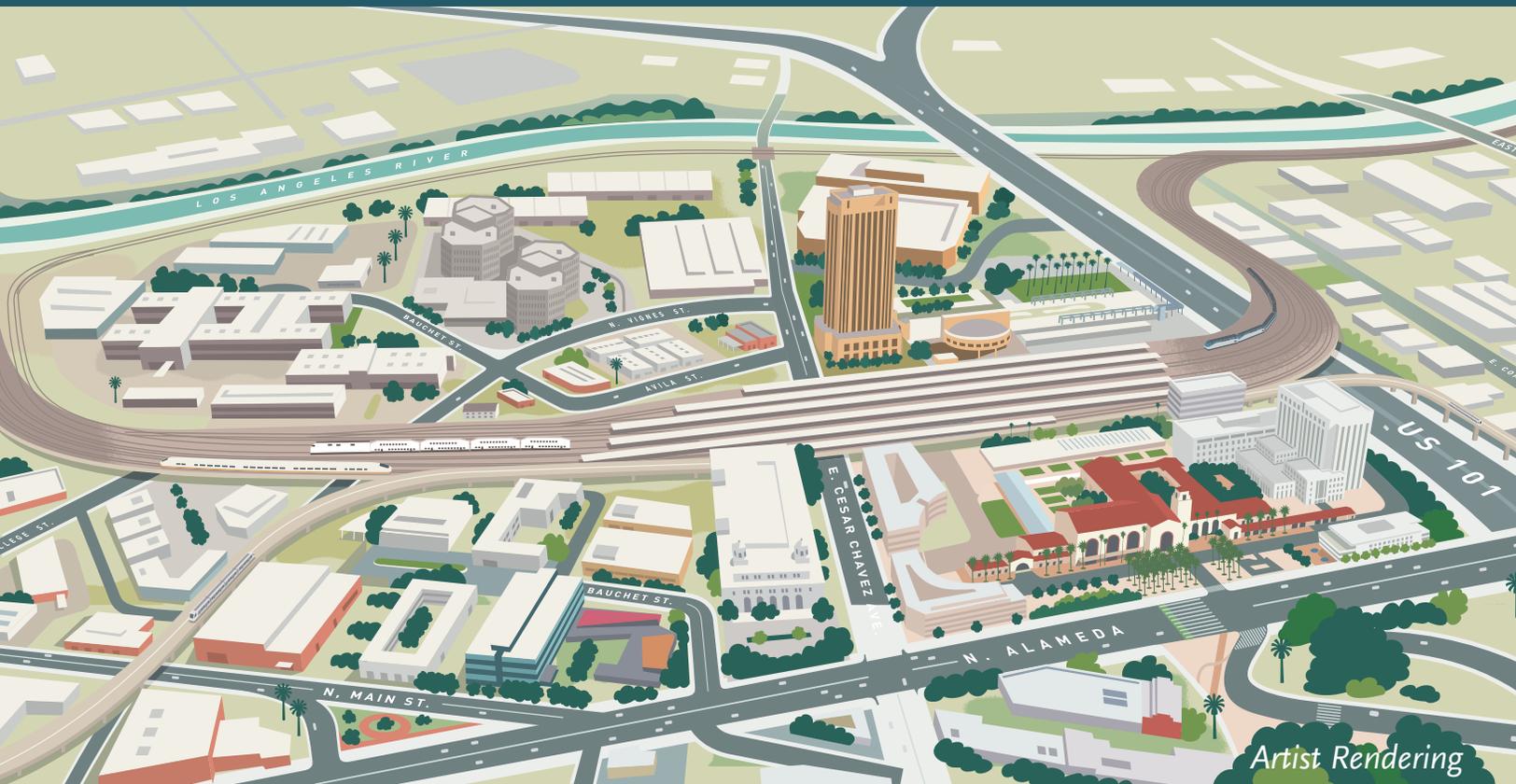
**Notes:**

**Caltrans=California Department of Transportation; CEQA=California Environmental Quality Act; CHSRA=California High-Speed Rail Authority; FRA=Federal Railroad Administration; MOU=memorandum of understanding; NEPA=National Environmental Policy Act; NOI=Notice of Intent; SCRRRA=Southern California Regional Rail Authority; SEIR=supplemental environmental impact report**

# Link Union Station

Draft Public Outreach Plan

June 2024



The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by the State of California pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated July 23, 2019, and executed by the Federal Railroad Administration and the State of California.



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**ACRONYMS**

CEQA	California Environmental Quality Act
CHSRA	California High-Speed Rail Authority
City	City of Los Angeles
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EJ	Environmental Justice
FAQs	Frequently Asked Questions
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
HSR	High-speed Rail
LAUS	Los Angeles Union Station
LEP	Limited English Proficiency
Link US	Link Union Station
NEPA	National Environmental Policy Act
NOI	Notice of Intent
NOP	Notice of Preparation
SCRIP	Southern California Regional Interconnector Project
SEIR	Supplemental Environmental Impact Report
SWG	Stakeholder Working Group
TBD	To be determined
USC	United States Code
USDOT	United States Department of Transportation
WMH	William Mead Homes

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## 1.0 Introduction and Project Background

### 1.1 Introduction

Metro, as the owner of Los Angeles Union Station (LAUS), is proposing the Link Union Station (Link US) Project (Project or proposed action) to address existing capacity constraints at LAUS. LAUS was opened to service in 1939 and is the central hub for regional transportation in Southern California, providing direct linkages to Metro’s rail systems (e.g., Red, Purple, and Gold Lines<sup>1</sup>), Metro’s Patsaouras Transit Plaza, Metrolink regional rail (commuter) trains, Amtrak regional and intercity rail trains, and Amtrak’s long-distance trains. As the region grows with increased transit and rail traffic, LAUS would become strained without implementing capacity enhancements.

### 1.2 Project Background

The following sections describe the background and history of the Project, including changes that led to the current infrastructure improvements as part of the Link US Project.

#### 1.2.1 Run-Through Tracks Project

In 2002, the California Department of Transportation (Caltrans) and FRA (in cooperation with Amtrak) initiated conceptual engineering and preparation of an Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for a capacity improvement project known as the Run-Through Tracks Project. The need to increase the capacity of the rail yard at LAUS, reduce passenger travel times, improve the reliability of passenger rail service, and increase the utilization of Metrolink and Amtrak rolling stock was documented in the 2002 Run-Through Tracks Project Alternatives Analysis Report (Caltrans and FRA 2002). In 2005, Caltrans and FRA published a final EIR/EIS (Caltrans and FRA 2005) for the Run-Through Tracks Project, which would include a new four-track connection from LAUS over US-101 to the main line railroad tracks along the west bank of the Los Angeles River. As documented in the Run-Through Tracks Project EIS, adding new run-through tracks would improve efficiency and reliability of trains using LAUS, improve pedestrian access and connectivity, and increase capacity of LAUS to accommodate future increases in the number of trains. The Run-Through Tracks Project did not include major improvements to the pedestrian passageway to enhance passenger capacity, nor did it accommodate the planned HSR system at LAUS.

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<sup>1</sup> With the renaming of the Metro system lines which occurred in 2019 and operation of the Regional Connector commencing on June 16, 2023, the Red, Purple, and Gold Lines were renamed in the Metro system. The stretch of the Gold Line from LAUS to Azusa is now part of the A Line, while the portion from LAUS to East Los Angeles has been added to the E Line. The Red Line is now the B Line stretching from North Hollywood to LAUS, and the Purple Line is now the D Line stretching from Wilshire/Western to LAUS.

## 1.2.2 Southern California Regional Interconnector Project

Following completion of the environmental review process for the Run-Through Tracks Project, numerous changes in area planning required a change in how planned improvements to the LAUS infrastructure would be implemented. These changes included:

- **Change in ownership of LAUS** – In 2011, Metro purchased LAUS from Catellus Operating Limited Partnership. In 2012, Metro began a master planning effort for the LAUS campus and surrounding areas (i.e., LAUS Master Plan). The LAUS Master Plan includes 38 acres of land at LAUS with 5.9 million square feet of entitlements that would allow for Metro to build on the property and draw lease revenues from both transit operators and businesses (Metro 2015a). The LAUS Master Plan identified the Southern California Regional Interconnector Project (SCRIP) as one of five related projects and included other development strategies for the area within and surrounding the LAUS campus.
- **LAUS capacity needs** – Service operators identified a need to increase the capacity of the rail yard by up to 300 percent while further enhancing operational flexibility with a northern loop track south of LAUS.
- **LAUS forecast passenger demand** – Metro determined the existing 28-foot-wide pedestrian passageway connecting the east and west ends of LAUS would be unable to meet forecast passenger demand on existing and planned modes of transportation that were projected at the time to result in over 200,000 passenger trips through LAUS each weekday by 2040 (Metro 2015b) and began evaluating concepts for a new passenger concourse.

As a result of these area-wide planning changes, Metro initiated work on SCRIP concurrent with the development of the LAUS Master Plan to identify new run-through track alternatives in conjunction with a new at grade passenger concourse at LAUS (below the rail yard), an elevated rail yard, and a northern loop track.

Under SCRIP, Metro initiated the planning and design of a new passenger concourse below an elevated rail yard, with 10 new run-through tracks south of LAUS to meet current building code standards while implementing long term rail, transit, and mobility improvements at LAUS. Initially in 2005 LAUS was identified as a potential station location in the Tier 1 documents associated with the planned HSR system (CHSRA and FRA 2005). The planned HSR system was not considered as part of the SCRIP because Metro and CHSRA had yet to enter into an agreement to accommodate the planned HSR system through the Project limits.

## 1.2.3 Link Union Station Project

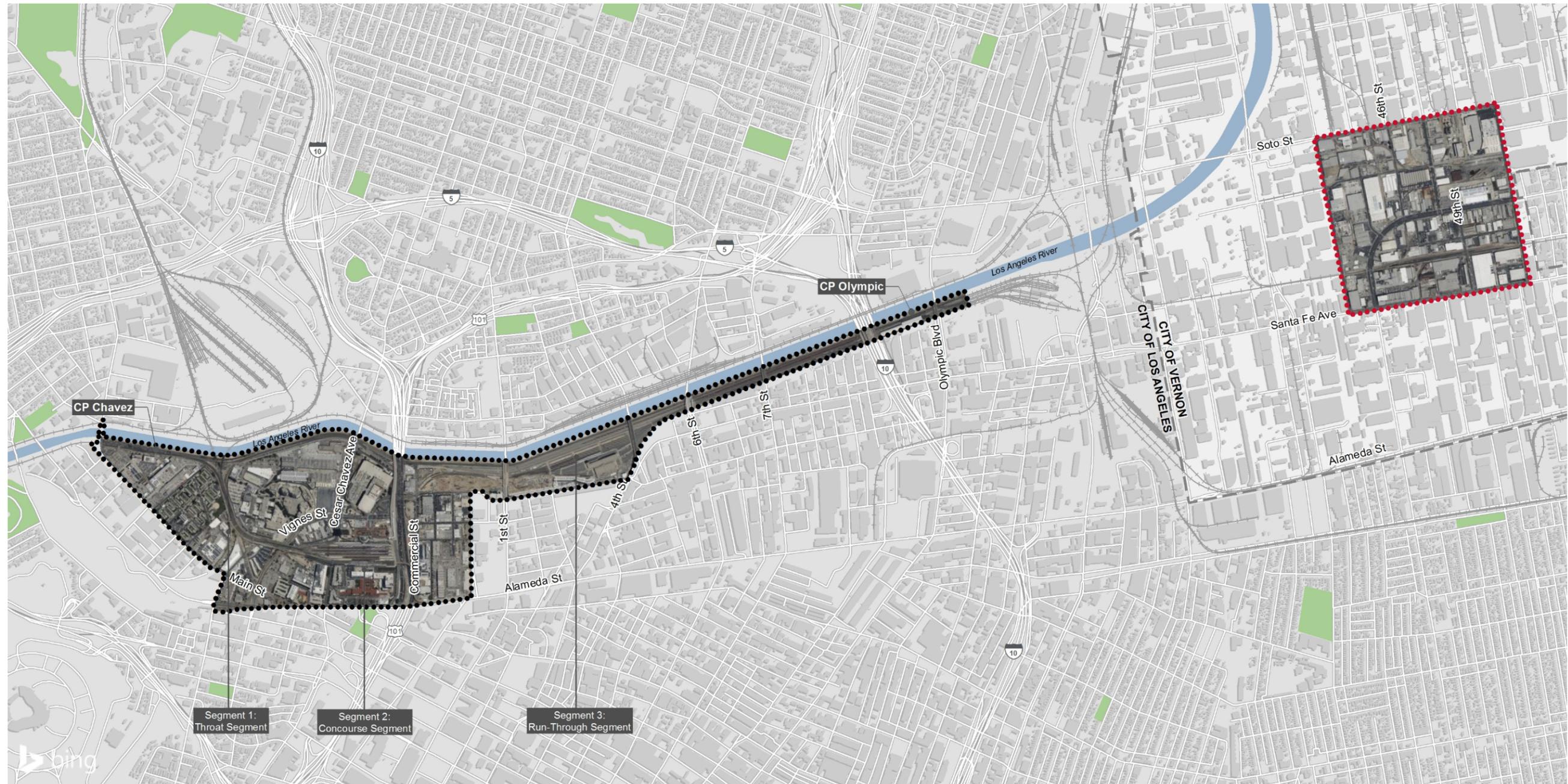
In 2016, Metro rebranded SCRIP as the Link US Project. Through the alternatives analysis process conducted for the Burbank to Los Angeles and Los Angeles to Anaheim Project Sections of the planned HSR system, LAUS became the preferred station location for the planned HSR system in Downtown Los Angeles (CHSRA 2021). For this reason, Metro and CHSRA also

entered into an agreement to complete the necessary project-level environmental analysis and preliminary engineering to accommodate the planned HSR system as part of the Link US Project.

The run-through tracks over US-101 have been included since 2002 as part of the Run-Through Track Project and remain the fundamental component to improving operational efficiency, capacity, flexibility, reliability, and connectivity for trains using LAUS. Railroad improvements to the BNSF Malabar Yard in the City of Vernon are also being considered as mitigation to offset the loss of storage track capacity at the BNSF West Bank Yard. Figure 1-1 depicts the Link US Project study area and Malabar Yard study area where major infrastructure improvements would occur.

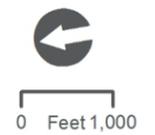
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Figure 1-1. Link Union Station Project Study Area and Malabar Yard Study Area



bing

- Project Study Area
- Malabar Yard Study Area
- City Boundary



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## 2.0 Overview of Public Involvement Process

The National Environmental Policy Act (NEPA) requires federal agencies to:

- Consider the environmental impacts of their actions, document their analysis, and disclose their analysis to agencies, tribal entities, and the public for review prior to taking action.
- Use an interdisciplinary approach to plan and make decisions that may affect the environment and work collaboratively with other agencies that have jurisdiction or special expertise in the Project's issues.
- Provide public notice of hearings and public meetings, and the availability of environmental documents to inform those persons and agencies that may be interested or affected.

For the purpose of the NEPA EIS/California Environmental Quality Act (CEQA) Supplemental EIR (EIS/SEIR), CHSRA is the lead federal agency under NEPA, and Metro is the lead agency under CEQA, project sponsor, and joint NEPA lead agency. CHSRA is the federal lead agency under NEPA responsible for compliance with federal environmental laws for the Project in accordance with 23 United States Code (USC), Section 327 and a Memorandum of Understanding between the Federal Railroad Administration (FRA) and the State of California, executed on July 23, 2019. Prior to July 23, 2019, FRA was the federal lead agency.

Public involvement plays an important role in the environmental review process, and it is critical the public and stakeholders have a clear understanding of the Project purpose, need, and benefits including the role it serves in the community, and beyond to the larger statewide transportation network. Since 2016, the public has been invited to participate in the process by receiving Project information, attending public meetings, and submitting comments to FRA, CHSRA, and Metro. Public comments provide valuable information on issues to be addressed as part of the environmental analyses. All agency input and public comments received during the 2016 Notice of Intent/Notice of Preparation (NOI/NOP) and Revised NOI public scoping comment period(s) and throughout development of the CEQA and NEPA environmental documentation are documented in this Public Outreach Plan and incorporated into the decision-making process.

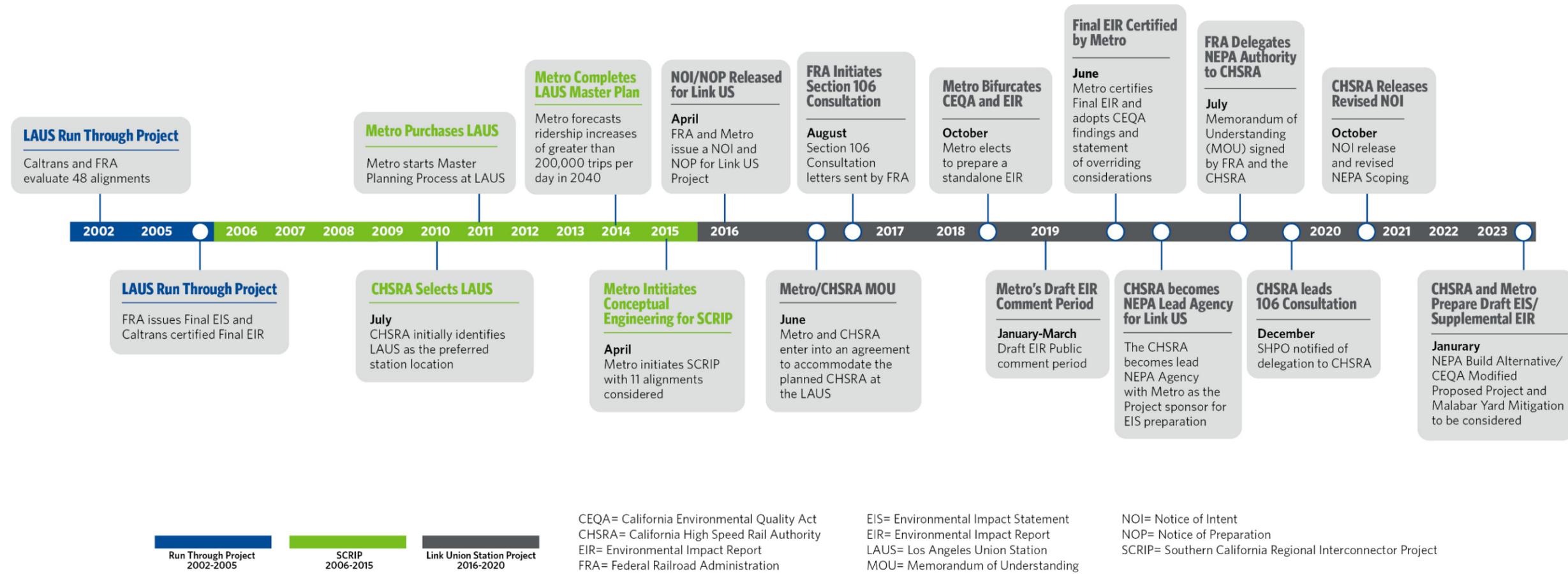
Figure 2-1 illustrates the progression of the outreach process conducted by FRA, CHSRA, and Metro including release of the NOI/NOP in spring 2016, the 45-day public comment period as part of the CEQA process that led to Metro's certification of a Final EIR in June 2019, and the release of the Revised NOI that was published in response to the potential need for railroad improvements at Malabar Yard in the City of Vernon. As shown on Figure 2-1, the outreach process will continue throughout the environmental review process to support the EIS/SEIR.

## 2.1 Title VI, Limited English Proficiency, and Environmental Justice Populations

The United States Department of Transportation (USDOT) Order 5610.2(a) requires that Environmental Justice (EJ) principles be considered in all USDOT programs, policies, and activities. Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin (including limited English proficiency [LEP] populations). The approach to meet the requirements of Title VI of the Civil Rights Act of 1964 and consider EJ populations during the environmental review process focuses on the provisions of the following:

- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations and the Presidential Memorandum accompanying EO 12898
- Executive Order 14096, Revitalizing Our Nation's Commitment to Environmental Justice for All
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency;
- Executive Order 13990, Protecting Public Health and the Environment and Restoring Science To Tackle the Climate Crisis
- Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks;
- USDOT Final Order 5610.2(c) on EJ (April 1997 and updated May 2021);
- Title VI of the Civil Rights Act of 1964;
- Federal Transit Administration (FTA) Circular C 4702.1B, Title VI Requirements and Guidelines for Federal Transit Administration Recipients
- Federal Transit Administration (FTA) Circular C 4703.1B, Environmental Justice Policy Guidance for Federal Transit Administration Recipients
- Americans with Disabilities Act;
- Age Discrimination Act of 1975; and the
- Uniform Relocation Assistance and Real Property Acquisition Policies Act (42 United States Code Chapter 61)

Figure 2-1. Link Union Station Project and Public Outreach Chronology



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## 2.1.1 Environmental Justice Populations

In the context of transportation, effective and equitable decision-making depends on understanding and properly addressing the unique needs of different socio-economic groups. The USDOT EJ Strategy identifies three fundamental principles of EJ that guide USDOT actions:

- To maximize the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority communities and low-income communities.
- To avoid, minimize, or mitigate disproportionate and adverse human health and environmental effects, including social and economic effects, on minority communities and low-income communities.

The implementation of this Public Outreach Plan outlines how CHSRA and Metro have pursued and will continue to pursue the outreach activities in a manner to promote participation from EJ populations in the environmental review process. The majority of the Census Tracts within the EJ study area contains communities that meet EJ criteria for minority and low-income populations. The outreach performed to date and planned for the remaining portion of the environmental review process to support the EIS/SEIR is focused to the Project study area and Malabar Yard study area, which include a high percentage of minority populations.

## 2.1.2 Limited English Proficiency Populations

CHSRA has developed and maintains an LEP Plan in compliance with Title VI of the Civil Rights Act of 1964 and related statutes, Presidential Executive Order 13166 and California State law—Dymally-Alatorre Bilingual Services Act (Government Code Sections 7290-7299.8). In addition to treating LEP individuals with dignity and respect, in accordance with CHSRA’s LEP Plan, CHSRA provides free language assistance services to LEP individuals encountered, or whenever an LEP individual requests language assistance services.

Metro has a complementary LEP program, adopted Title VI Program known as the Public Participation Plan (2022), which includes a Four Factor Analysis for the census tracts within its service area. Per USDOT guidance, the Four Factor Analysis focuses on the following factors:

1. The number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity, or service of the recipient or grantee of Federal funding;
2. The frequency with which LEP individuals come in contact with Metro services;
3. Assess the importance of Metro’s Programs, Activities, or Services; and
4. The resources available to the recipient for LEP outreach, as well as the costs associated with that outreach.

USDOT guidance outlines a Safe Harbor provision, which indicates translations of written materials into languages in which there are greater than 1,000 LEP individuals or for which 5 percent or more of the population to be served speaks a given language with LEP (whichever is less). Providing these translations shows compliance and provides a “safe harbor” for transit providers that receive federal funding. The number of LEP persons eligible to be served or likely to be encountered within the Project study area was identified using United States Census Bureau American Community Survey 2021 5-Year Estimates to identify translation needs for the Project.

### **2.1.3 Americans with Disabilities Act**

The Americans with Disabilities Act of 1990 is a civil rights law that prohibits discrimination based on disability. It affords similar protections against discrimination to Americans with disabilities as the Civil Rights Act of 1964, which made discrimination based on race, religion, sex, national origin, and other characteristics illegal. In addition, unlike the Civil Rights Act, the Americans with Disabilities Act also requires employers to provide reasonable accommodations to employees with disabilities, and imposes accessibility requirements on public accommodations, including public meetings and hearings. Metro and CHSRA do not discriminate against individuals with disabilities and will make all practicable provisions to accommodate these individuals throughout the environmental review process.

## **2.2 Local Demographics and Outreach to Environmental Justice Populations**

Metro and CHSRA are committed to implementing a comprehensive outreach program that reaches a broad array of interests throughout the Project study area, including EJ populations and those requiring special assistance. Metro and CHSRA are committed to implementing EJ principles during the planning, design, and delivery, including the consideration of potential social and environmental impacts that Project-related activities may have on EJ communities. CHSRA and Metro also have a strong commitment to ensuring that no person shall, on the grounds of race, color, national origin, sex, age, or disability be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity in the design, construction and operation of projects that support the planned HSR system. Accordingly, Metro and CHSRA have adopted Title VI programmatic policies that require careful consideration of LEP and EJ populations.

Based on these commitments, Metro and CHSRA have undertaken a process of defining the potential EJ communities within the EJ study area. The identification process relies on demographic information that is provided at the United States Census tract level. Figure 2-2 through Figure 2-4 depict the location of EJ communities within the EJ study area in the cities of Los Angeles and Vernon.

Appendix A, *Title VI and Environmental Justice/Limited English Proficiency Population Information*, provides additional demographic details, including a summary of minority and low-income populations by census tract. Appendix A also identifies minority populations within the

City of Vernon. The Census Tract within the Malabar Yard EJ study area does not contain populations that meet EJ criteria of low-income.

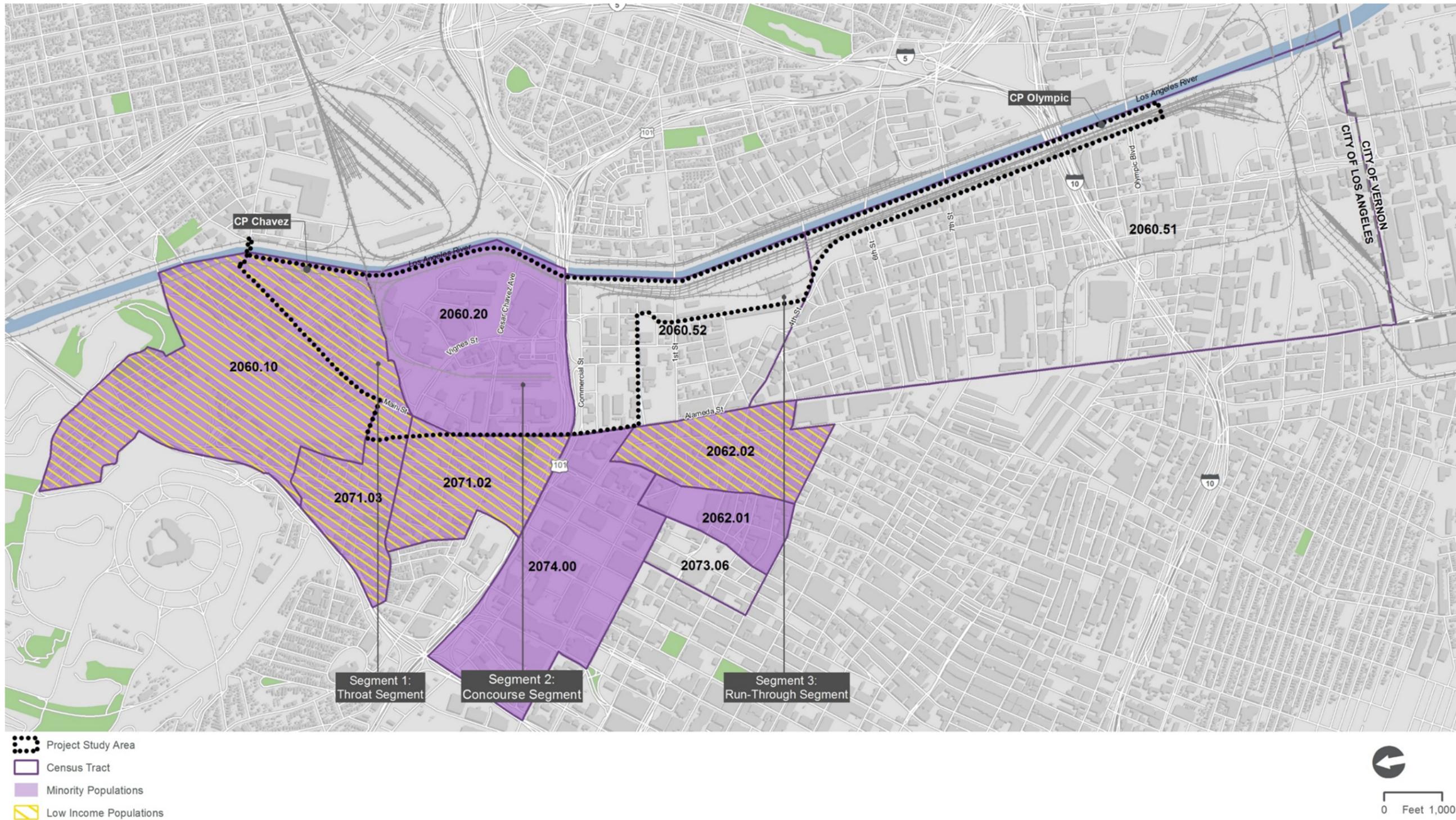
## 2.3 Section 106 Consulting Parties

In accordance with applicable requirements of NEPA and the National Historic Preservation Act (NHPA), FRA initiated Section 106 consultation for the Project in 2016 and identified a wide range of consulting parties in support of FRA's consultation with interested Native American tribes, federal, state, and local government agencies, special interest groups and local historical societies, and the State Historic Preservation Officer, as documented in the 2018 *Link US Historic Property Survey Report*. With FRA's delegation of the NEPA lead agency role to CHSRA, the responsibility for Section 106 compliance is with CHSRA. In 2019, CHSRA notified Tribes and other consulting parties of the NEPA delegation. Consulting parties were re-engaged in 2020 regarding the findings of the *Link US Supplemental Cultural Resource Report* and in 2023 regarding the *Link US Second Supplemental Cultural Resource Report*. Section 106 consultation is currently ongoing with federal, state, and local government agencies, Native American tribes, and other interested groups. Consulting parties have also been provided the opportunity to review the *Link US Draft Finding of Effect Report* and participate in development of measures to avoid, minimize, and mitigate adverse effects on historic properties.

Additional information regarding the Section 106 consultation effort and the historic properties identified in Project study area may be reviewed in Section 3.12 of the EIS/SEIR. The findings of effect describes potential effects on historic properties in more detail in accordance with 36 Code of Federal Regulations § 800.5, which will be reported in the Draft and Final EIS/SEIR.

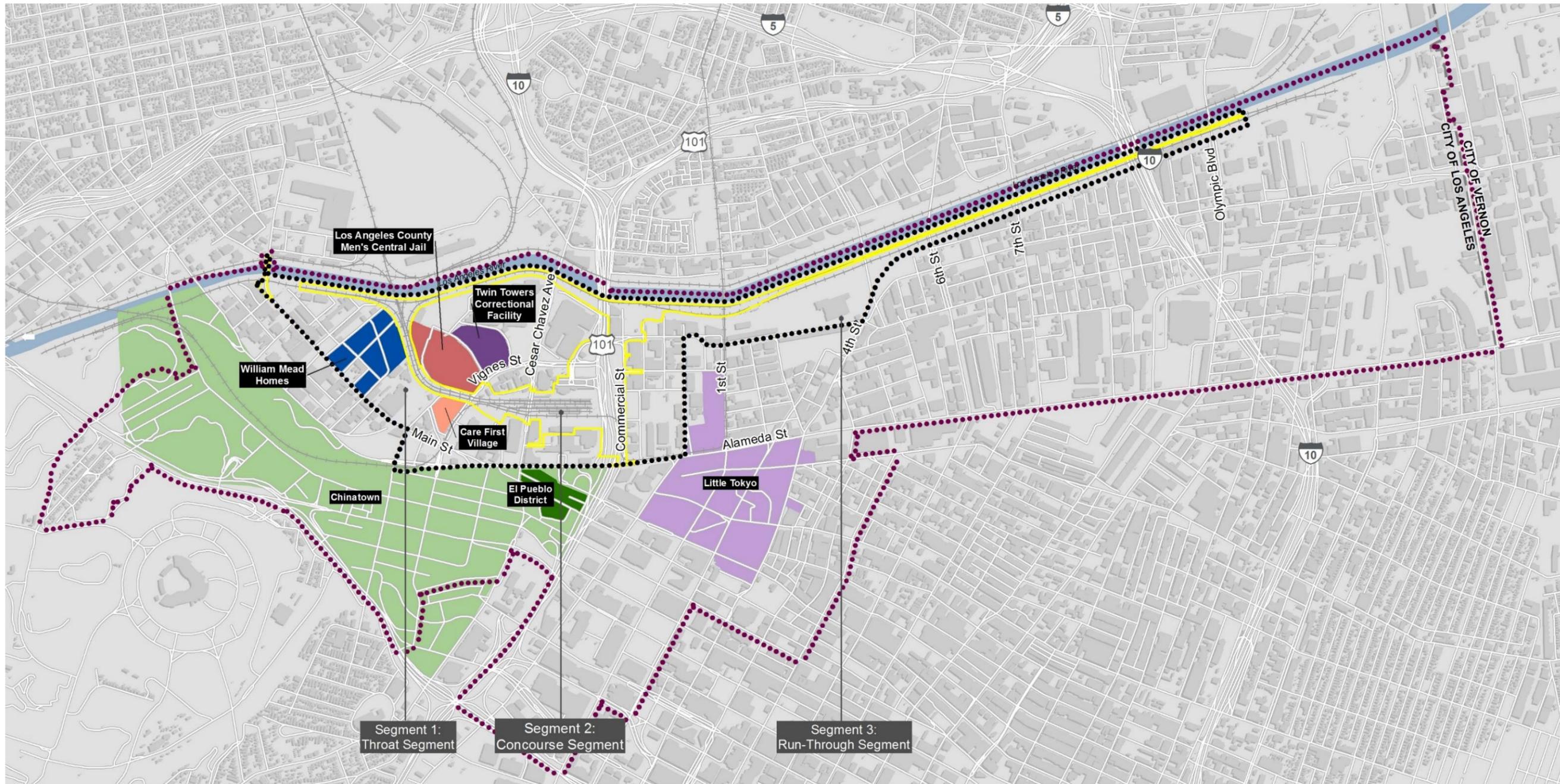
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Figure 2-2. Minority Populations and Low-Income Populations (City of Los Angeles)



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Figure 2-3. Additional Environmental Justice Communities Considered (City of Los Angeles)



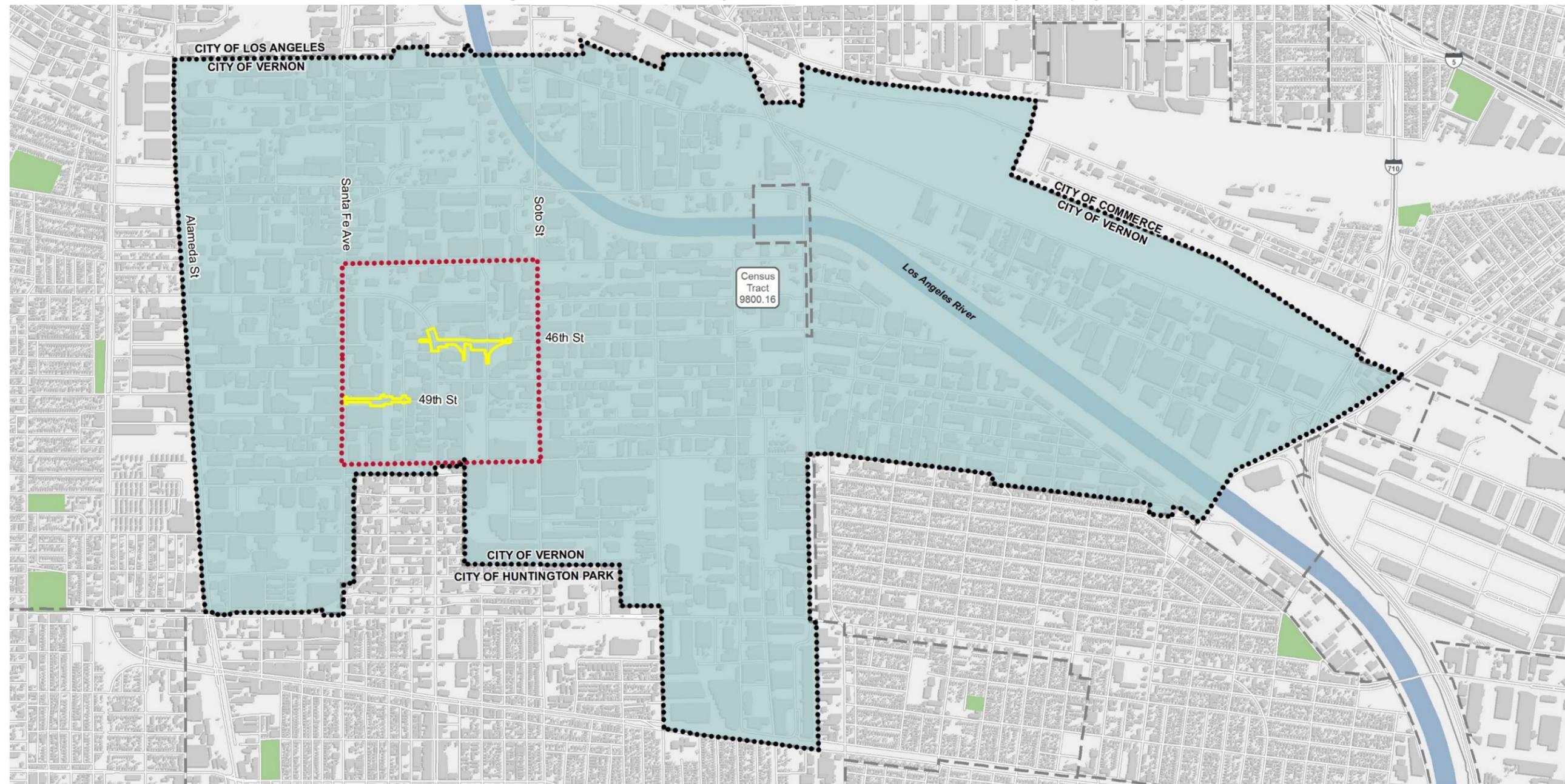
**LEGEND**

Project Footprint	Chinatown	Little Tokyo	William Mead Homes
Project Study Area	El Pueblo District	Twin Towers Correctional Facility	
EJ Study Area	First Care Village	Los Angeles County Men's Central Jail	

0 Feet 1,000

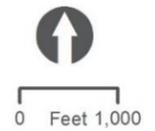
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Figure 2-4. Malabar Yard Study Area and Environmental Justice Study Area (City of Vernon)



LEGEND

- Project Footprint (Maximum Extent of Design Options Considered)
- Malabar Yard Study Area
- Malabar Yard Environmental Justice Study Area
- Census Tract 9800.16



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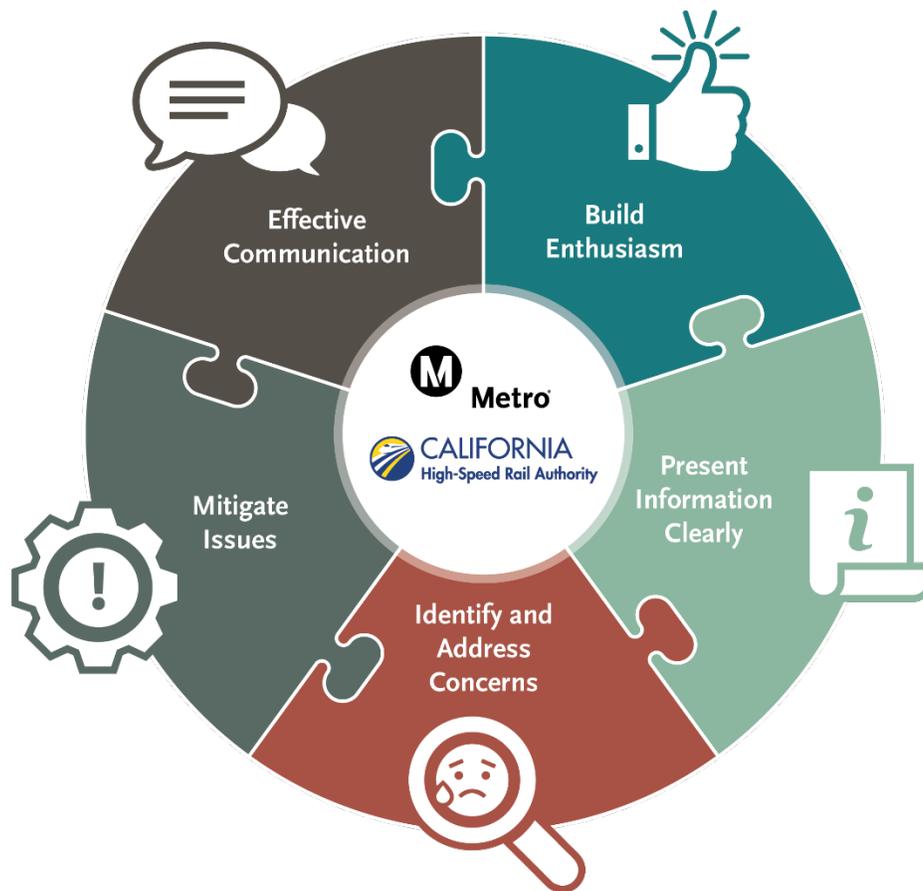
### 3.0 Objectives

This Public Outreach Plan is designed to guide the public involvement and outreach approach to all interested stakeholders, including EJ populations and LEP populations. The Public Outreach Plan is intended to be a living document that will be revisited throughout the environmental review process to reflect planned outreach activities, assess effectiveness, and be revised as appropriate to optimize and/or reflect the current community outreach interactions.

Metro and CHSRA’s outreach objectives are depicted on Figure 3-1 and include the following:

- Effectively communicate the scope and intent of the Project to its diverse audiences
- Build enthusiasm among various interested stakeholders
- Present technical information to the community in ways that can be clearly understood
- Identify and address stakeholder concerns
- Foresee and mitigate potential issues

Figure 3-1. Objectives of Link Union Station Project Public Outreach Plan



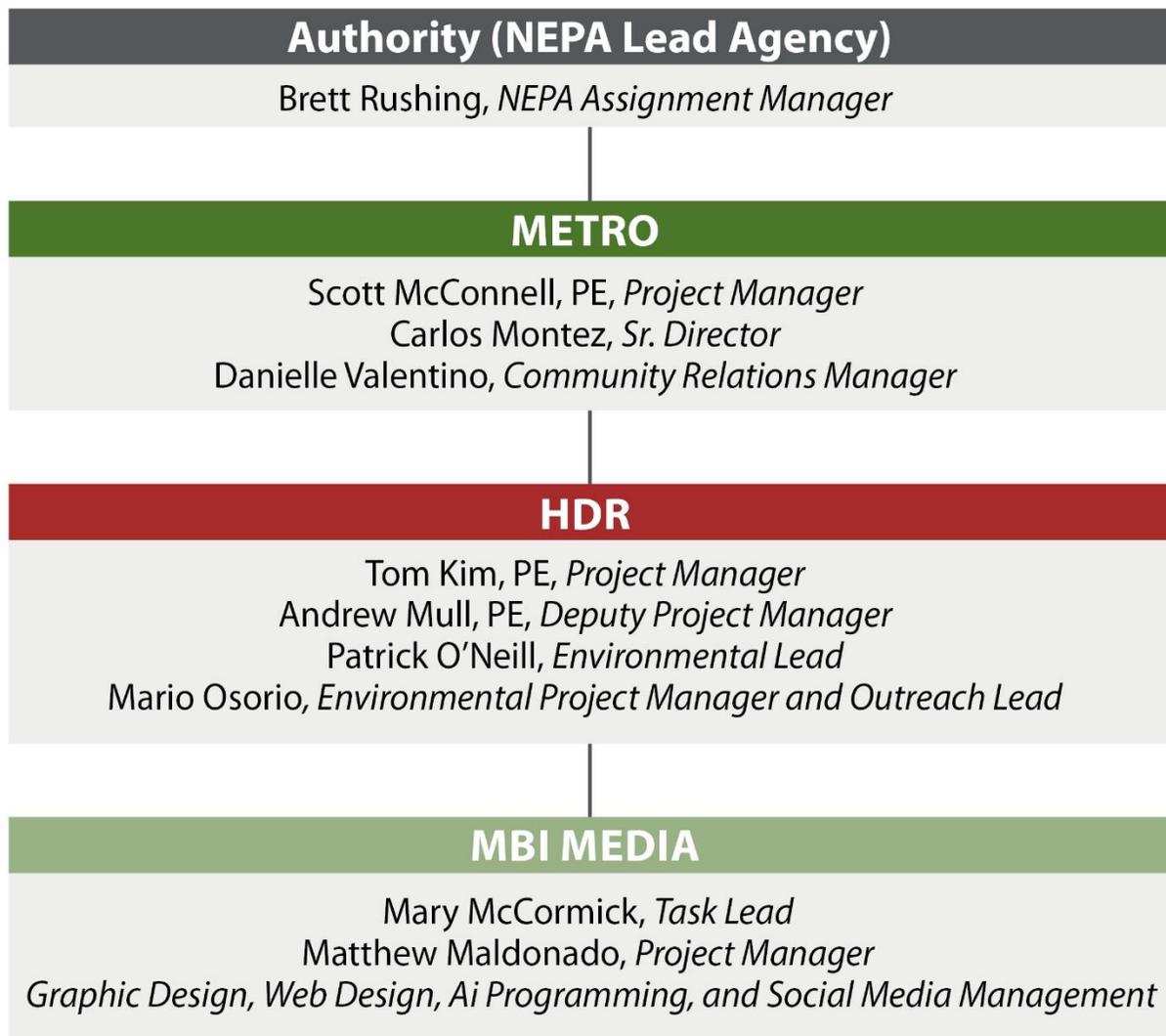
### 3.1 Project Outreach and Communication Protocol

Metro has contracted HDR Engineering to develop an outreach strategy to engage members of the public, including EJ and LEP populations as part of the environmental review process. HDR has integrated a Los Angeles-based company, MBI Media, an expert in community outreach, to lead implementation of its outreach efforts for the Project.

To complete the public outreach in support of the EIS/SEIR, MBI, HDR, and Metro on behalf of CHSRA, will coordinate all public outreach activities as directed by and in coordination with CHSRA’s NEPA Assignment Manager. HDR will provide project management oversight on key outreach deliverables and activities. In addition, HDR will provide technical review, strategic oversight, and quality control for the outreach materials. The MBI outreach team support with graphic design, website updates, social media management, translations, noticing, and distribution of outreach materials and environmental documentation. An organizational chart for the outreach team is included on Figure 3-2.

Coordination and communication within this outreach team will consist of meetings on an as-needed basis to review status of outreach efforts, schedule updates, and discuss issues and outreach strategies. Outside of the outreach team meetings, bi-weekly meetings with Metro and CHSRA will provide opportunities to keep the entire team informed of the status of outreach efforts, community update meetings, public hearings, and the schedule of all planned outreach activities.

Figure 3-2. Public Outreach Team Organization Chart



### 3.2 Quality Assurance and Quality Control

In conjunction with the regular coordination and communications, a thorough quality assurance and quality control process will be implemented by the HDR and MBI team, to comply with Metro and CHSRA standards on all collateral materials, reports, and additional items intended for public distribution. The quality assurance/quality control process will include documentation of materials reviewed, comments made, commenters, and date. The Project schedule includes ample review time for quality reviews of each deliverable with MBI and HDR, and for Metro and CHSRA. The detailed work-back schedule will be maintained as major milestones and deliverables are planned throughout the environmental review process to meet critical deadlines.

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## 4.0 Outreach Approach

The approach to the Public Outreach Plan is broken down into four primary steps to aid in the planning and strategy development of community outreach and engagement over the duration of the environmental review process. These steps help guide the outreach effort to target communications with key stakeholders using coordinated messaging by the outreach team and the optimal channels of communication for each stakeholder, followed by evaluating Project outcomes against key metrics to evaluated success. The four steps are shown on Figure 4-1. Details of each step are provided in the following sub-sections.

Figure 4-1. Public Outreach and Engagement Approach



## 4.1 Identifying Target Audiences

The first step in the outreach process is to establish the target audiences for the Project. The Project study area is located within and adjacent to the following communities: Chinatown, Little Tokyo, Boyle Heights, Arts District, and the William Mead Homes Community (Figure 4-2). Key stakeholders were categorized using the following audience groups:

- Elected Officials and Public Agency Staff (e.g., state, county, city officials)
- Businesses (e.g., Chamber of Commerce, Business Improvement Districts, business owners, etc.)
- Community Organizations (e.g., Neighborhood Councils, non-profit organizations, transportation advocacy groups, senior citizen groups, etc.), including organizations that serve EJ and LEP populations
- Institutions (e.g., schools, faith-based organizations, etc.), including institutions that serve EJ and LEP populations
- Residents (e.g., single-family homes, multi-family homes, etc.)

Figure 4-2. Communities Within and Adjacent to the Project Study Area



At the onset of initiating the environmental review process for the Project, a Stakeholder Working Group (SWG) was comprised of key community members from EJ and LEP populations as well as from representatives from offices of elected officials. Utilizing SWG's throughout the outreach process was an effective way of engaging community and grassroots leaders on key Project

elements to obtain targeted feedback throughout the environmental review process. The goal of establishing the SWG was to enable the Project team to consistently engage with influential stakeholders while testing key messaging on the Project prior to dissemination to the larger public. Based on collected responses and feedback, and when needed, the Project team adapted and adjusted messaging based on feedback received. As an example, the William Mead Homes has a Residents Advisory Committee (RAC) comprised of community leaders familiar with the needs and perspectives of local residents, and any Project presentations were shared (and will be shared for future meetings) with the RAC in advance of the larger group of residents. The SWG allows stakeholders to develop a sense of involvement and ownership of the Project while informing the Project team of community concerns. Issues raised within the group can help mitigate risk while providing a consistent, collaborative approach to community engagement.

As part of the outreach efforts conducted to date, a stakeholder database was compiled (Appendix B). This stakeholder database was initially developed using a list of the elected officials, public agencies, business groups, community groups, institutions, and individuals that were provided to the Project team from Metro's Run-Through Tracks Project database and MBI's list of established stakeholders in the Project study area. The database is continually updated and will be maintained throughout the public outreach and environmental review process to reflect current stakeholder contact information; including EJ and LEP populations for targeted outreach initiatives. All stakeholders who sign-up to receive more information at meetings, public events, on the Project website, or call the information line, are added to the database. This database is also be used to mail information on upcoming public meetings and project milestones.

The stakeholder database includes agency partners, government organizations and elected officials, businesses, associations, community organizations, as well as stakeholders in the City Vernon. The stakeholder database represents the individuals that are likely to be interested in or affected by the Project and is used to distribute public meeting notices, save-the-date mailers and invitations, e-blasts, and invitations for one-on-one stakeholder briefings.

As discussed above, Metro and the Project team leveraged the Project's pre-existing outreach efforts from the Run-Through Tracks Project, in addition to the outreach efforts for the LAUS Master Plan and SCRIP, to lay the foundation for approaching individual stakeholders and providing effective content and communication for the Project. Considering the ethnic diversity of the audiences, all collateral materials are translated and presented in multiple languages as deemed appropriate by CHSRA and Metro.

This Public Outreach Plan is a living document and has been revised at certain milestones to incorporate input from communities, update demographic information as needed, and adjust outreach methods and LEP considerations accordingly.

Metro is taking steps to provide meaningful access to those LEP individuals expected to be most regularly encountered. At the onset of the Project, the Project team conducted a demographic survey of the Project study area to determine the demographic makeup of census data to determine the LEP populations and the languages that would initially be used for translation of project materials. The initial version of this Public Outreach Plan prepared in 2016 provided for

print and digital materials to be provided in English, Spanish, Chinese (simplified), and Japanese, based on several of the communities surrounding LAUS – Chinatown, Little Tokyo and Olvera Street. All public notices indicated that translation for other languages was available upon request. Based on feedback from stakeholders and the public, this Public Outreach Plan was updated after the NOI scoping meeting to indicate that print and digital materials would also be provided in Vietnamese, Korean, Khmer (Cambodian).

The current version of this Public Outreach Plan indicates that Spanish, Chinese (simplified), and Japanese, translation services will be made available at the open house and public hearing with additional interpretation services offered upon stakeholder request. The Metro Language Translation Services Card information is used to address translation needs throughout the environmental review process.

## 4.2 Brand and Key Messages

The Project brand and messaging has been developed by the Project team and Metro. The Project team has identified potential community issues to help establish a basis of understanding and aid in the mindful development of appropriate messaging to stakeholders. Messaging and branding are geared towards topics considered in the environmental review process. Messaging was also developed to clarify how the CEQA and NEPA processes are different. These messages will be used in collateral materials (Frequently Asked Questions [FAQs], Fact Sheets, e-blasts, mailings, and social media posts) and used by the Project team as talking points during outreach event and activities. This is a critical step in the overall public outreach process, as it ensures consistency in messaging for all team members and establishes cohesion throughout the process. All collateral materials are intended to be prepared in non-technical language to provide clear and consistent messaging to stakeholders. In addition, messaging will remain transparent to the community and provide the most current information and updates to the Project and the environmental review process.

A list of key messages is included in Table 4-1 and Table 4-2.

**Table 4-1. Link Union Station Key Messages**

### ***Project Overview***

- The Link US Project, formerly known as the Southern California Regional Interconnector Project, will significantly enhance the efficiency of LAUS and enable Metro to accommodate future demands by increasing regional/intercity rail capacity, improving transit connectivity and enabling one-seat rides on the regional/intercity rail systems across Southern California, accommodating the planned High-Speed Rail (HSR) system at LAUS, and creating potential opportunities for transit-oriented development.
- By 2040, passenger trips through LAUS are forecasted to increase from approximately 110,000 passengers to 200,000 passengers each weekday, not including trips from the planned HSR system. The Link US Project will increase passenger capacity at LAUS while enhancing the passenger experience by providing safe and accessible passage below the rail yard with modern passenger accommodations, thereby transforming LAUS into a modern, world-class transit and mobility hub.

**Table 4-1. Link Union Station Key Messages**

- The Link US Project includes:
  - New lead tracks with an elevated rail yard with new platforms and canopies
  - New concourse-related improvements, including a 140-foot-wide expanded passageway below the rail yard with new escalators and elevators
  - New run-through tracks south of the Los Angeles Union Station (LAUS) over US-101
  - Accommodation of CHSRA’s planned HSR system on common rail infrastructure to support future HSR trains
  - New rail communications, signals, and safety improvements
- Metro and FRA released a Notice of Preparation and Notice of Intent in May 2016 to initiate the environmental review process for the Link US Project
- Metro certified a Final EIR for the Link US Project in June 2019 and approved a CEQA Addendum in October 2021
- FRA delegated NEPA authority to CHSRA in July 2019
- CHSRA and Metro initiated preparation of a standalone EIS in October 2019
- The FRA, on behalf of CHSRA, issued a Revised NOI for the Link US Project EIS in September 2020
- CHSRA is coordinating with Metro to incorporate a Supplemental EIR into the EIS

**Key Benefits**

- Improved regional connectivity with one seat rides to key destinations in Southern California
- Reduced train idling times resulting in shorter wait times, fuel savings and emissions reductions per train
- Creation of future retail and transit-serving amenities
- Improved operational efficiency, capacity, flexibility, and connectivity for trains using LAUS
- Improved pedestrian access to the train platforms and capacity for passengers connecting to various rail/transit services at LAUS with enhanced accessibility for passengers with disabilities
- Noise abatement through the addition of sound walls at William Mead Homes and Care First Village
- Improved pedestrian and bicycle facilities, linkages to surrounding neighborhoods, and access to transit
- Increased tax revenues generated, along with higher employment and labor income, specifically:
  - Increased annual local government tax revenues by \$4.0 million (in 2019 dollars)
  - Creation of more than 23,000 job-years in Los Angeles County during the construction phase
  - Creation of up to 146 new full-time equivalent positions (including 96 retail jobs) at the concourse in the opening year
  - Creation of an additional 25 full-time equivalent positions associated with expanded Metrolink and Amtrak services and the introduction of CHSRA service after the opening year
- Improved US-101 and local roadways
- Indirect contribution to cumulative benefits for the region, including a reduction of greenhouse gas emissions and vehicle miles traveled in the region
- Remediation of hazardous materials sites within the Project study area

**Table 4-1. Link Union Station Key Messages**

***Metro’s Adopted Mitigation Monitoring and Report Program***

- Metro adopted a mitigation monitoring and reporting program in conjunction with the Final EIR to avoid, minimize, and reduce potential significant impacts. A Revised MMRP was adopted in October 2021 with minor technical changes and refinements as part of Metro’s approval of CEQA Addendum No. 1.
- Metro and CHSRA will leverage the mitigation measures identified in the MMRP to the maximum extent practical to maximize previous stakeholder input throughout the NEPA process.

**Notes:**

**CHSRA=California High-Speed Rail Authority; FRA=Federal Railroad Administration; HSR=high-speed rail; LAUS=Los Angeles Union Station; Link US=Link Union Station; Metro=Los Angeles County Metropolitan Transportation Authority; NEPA=National Environmental Policy Act; NOI=Notice of Intent**

**Table 4-2. City of Vernon Key Messages**

***Link US Project Background***

The Link US Project includes a proposed run-through track connection from LAUS to the main line tracks on the west bank of the Los Angeles River. This track connection would facilitate run-through service for Metrolink, Amtrak, and future HSR trains, and would result in permanent loss of storage track capacity at the BNSF West Bank Yard. Permanent loss of storage tracks at the BNSF West Bank Yard would require mitigation to offset the permanent loss of storage track capacity. Railroad improvements in the City of Vernon are being considered as mitigation to offset the permanent loss of storage track capacity.

***Description of Improvements to BNSF’s Malabar Yard in Vernon***

The railroad improvements under consideration in the City of Vernon would occur primarily on 46th Street, 49th Street, and Fruitland Avenue between Santa Fe Avenue and Soto Street, in the vicinity of BNSF’s Malabar Yard. The railroad improvements are described as follows:

- Closure of the At-Grade Railroad Crossing at 49th Street
  - Off-set cul-de-sac west of tracks
  - Closure of 49th Street west of Hampton Street
- New 1,000-foot Track Connection along 46th Street
  - Enhancement to three existing at-grade railroad crossings:
    - Pacific Avenue near the intersection of Pacific Avenue and 46th Street
    - 46th Street between Seville Avenue and Soto Street
    - Seville Avenue between 46th Street and Leonis Boulevard
  - Installation of a new at-grade railroad crossing at Seville Avenue near the intersection of Seville Avenue and 46th Street.
  - Installation of a new at-grade railroad crossing with automatic sliding gates for business egress.
- Restriping of Fruitland Avenue to add one new lane in each direction along Fruitland Avenue between Santa Fe Avenue and Pacific Boulevard.

**Table 4-2. City of Vernon Key Messages**

***Anticipated Local Benefits of Railroad Infrastructure in City of Vernon***

The railroad improvements in the vicinity of Malabar Yard would result in the following goods movement benefits:

1. The Malabar Yard railroad improvements support the preservation and long-term growth potential of both regional and local goods movement and related economic activity.
2. Closure of 49th Street allows Malabar Yard to serve as an uninterrupted storage yard for intermodal train cars to be relocated from the existing West Bank Yard. Absent this storage capacity, intermodal cars would have to be moved daily to Barstow, reducing overall capacity of the shared passenger/freight rail network and creating increased economic and environmental costs.
3. Construction of the 46th Street connector maintains current levels of service and creates new capacity to local customers by providing direct access to LA Junction which will handle local box and tanker train car operations to be relocated from Malabar Yard.

***Environmental Clearance of Malabar Yard Railroad Improvements in City of Vernon***

CEQA – Metro as the CEQA Lead Agency for the Link US Project is preparing a SEIR to evaluate changed circumstances that have occurred since certification of the Final EIR and approval of CEQA Addendum No.1, including but not limited to the permanent loss of storage tracks at the BNSF's West Bank Yard and the potential railroad improvements in the City of Vernon as mitigation to offset the loss of storage track capacity.

NEPA – CHSRA released a Revised NOI in September 2020 to inform public agencies and the general public of the railroad improvements in the City of Vernon, solicit their comments, and obtain feedback on the scope of analysis in the Draft EIS.

**Notes:**

**CEQA=California Environmental Quality Act; CHSRA=California High-Speed Rail Authority; EIR=environmental impact report; EIS=environmental impact statement; HSR=high-speed rail; LAUS=Los Angeles Union Station; Link US=Link Union Station; Metro=Los Angeles County Metropolitan Transportation Authority; NEPA=National Environmental Policy Act; NOI=Notice of Intent**

## 4.3 Defining Outreach Tools

The stakeholder database and established messaging will be used for community outreach. The understanding and research of the stakeholders from the first step (target audience) will be factored into determining the best outreach tool to use for public engagement. Tools to be used include but are not limited to:

- Project collaterals;
- Project informational materials;
- meeting handouts (and boards);
- online materials; and the
- Project information line.

Throughout the environmental review process, the outreach team will coordinate all outreach logistics, prepare collateral materials, prepare comprehensive lists for outreach events (day of show run), provide meeting support, as well as prepare a summary report or minutes following

each meeting. The outreach team will coordinate closely with CHSRA and Metro to design, produce, and disseminate information.

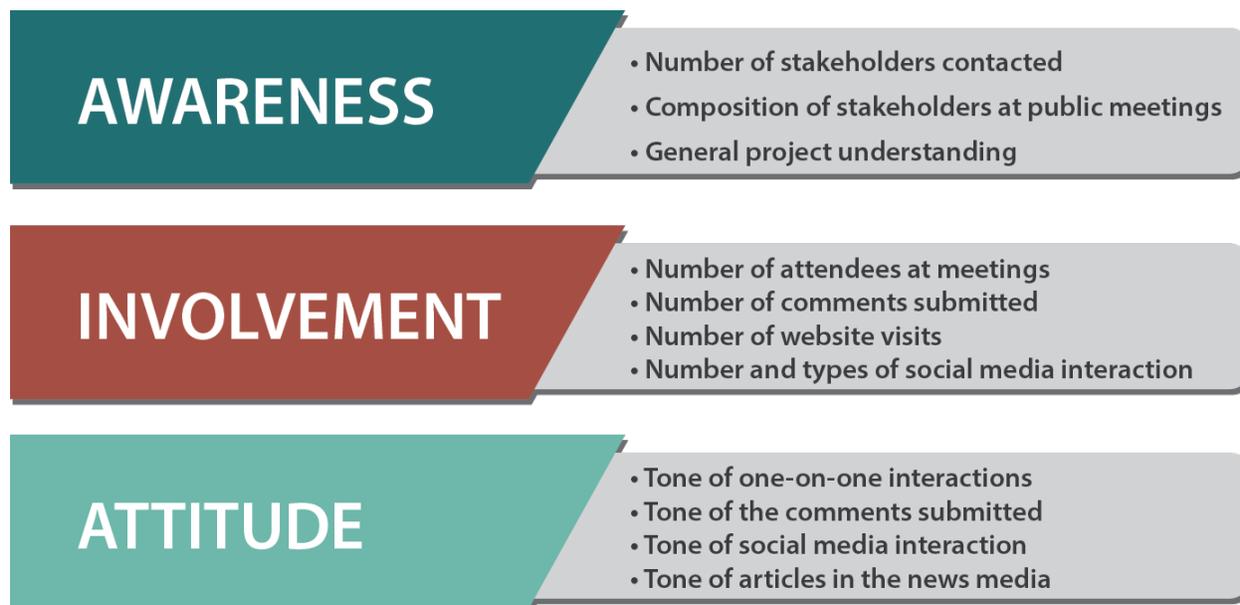
As discussed above, a variety of outreach tools will be used for stakeholders to receive information through a variety of methods and appropriate languages. Specific methods will focus on effectively reaching target audiences in their preferred method of engagement and will, therefore, include both traditional (i.e., mailers, notices, public meetings, etc.) and interactive methods of communication (i.e., Facebook, The Source, email outreach, virtual meetings, etc.).

All outreach efforts have been and will continue to be tracked through a detailed list of public outreach and community engagement activities (Appendix C). The future outreach activities to support the EIS/SEIR are focused around key Project milestones and will be planned to provide ample time for preparation and public noticing. The key milestones include release of the draft CEQA/NEPA environmental documentation for public review, the 45-day public comment period, and availability of the final CEQA/NEPA environmental documentation.

## 4.4 Measurement

Community relations is about relationships and effective communication, which can be difficult to measure in quantifiable terms. However, consistently tracking a number of variables can enable identification of trends to help determine the effectiveness of outreach efforts. Evaluating the effectiveness and results of outreach methods facilitates an optimized approach to achieve the goals of this Public Outreach Plan. Measurement of the effectiveness of outreach efforts will entail three main components: awareness, involvement, and attitude, as shown on Figure 4-3.

Figure 4-3. Public Outreach Measurement Process



Awareness will be determined by how many people know about the Project and the meetings, as well as the composition of the audience, to ensure the audience reflects the communities in the Project study area. This assessment will increase the effectiveness of the notification process to ensure the public is made aware of events, Project information, and comment periods. Measurement will include the number of stakeholders contacted, monitoring the demographics of stakeholders involved, and assessing the general understanding of the Project.

Involvement will measure the amount of stakeholder participation at outreach events, as well as on the Project’s website and social media pages. This measurement provides insight into the level of community interest and indicates whether they are decreasing, plateau, or increasing, which will aid in refining the outreach approach. This category will factor in the number of attendees, number of comments, website visits, and activity on social media.

Public involvement will enable assessment of stakeholders’ attitude or general response and acceptance of the Project. This measurement will help shape the messaging and collateral material development. This involvement will also enable the assessment of stakeholders throughout one-on-one interactions, as well as the perceived tone from written responses (comment cards, social media, etc.) and telephone calls. News articles will be monitored and assessed to evaluate the tone in which information is being disseminated by media outlets.

To evaluate the effectiveness of the Public Outreach Plan, awareness, involvement, and attitude will be measured throughout the environmental review process. Lessons learned and best practices will be used to refine the public outreach and engagement approach throughout the environmental review process.

## **4.5 Virtual Meetings**

In response to the COVID-19 pandemic in 2020, opportunities to participate in virtual meetings were offered for outreach meetings. The Project team used a virtual meeting platform and a virtual meeting room (VMR) to provide an interactive experience for all stakeholders. All collateral materials were made available on the Project website and in the VMR. Additionally, and in compliance with Executive Order 12898, the Project team addressed marginalized communities that may not have access to virtual platforms or devices by including a call-in audio option.

Appendix D, *Social Media Approach and Virtual Meetings*, provides additional details on virtual meeting logistics and protocols to facilitate virtual meetings. All meetings were and will continue to be conducted in accordance with all best practices and protocols per Metro’s *Public Participation Plan* (Metro 2022).

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## 5.0 Implementation Plan

Downtown Los Angeles, in the vicinity of LAUS and surrounding communities, contains a diverse range of stakeholders, including EJ and LEP populations. This Public Outreach Plan outlines the approach to target EJ and LEP populations, including William Mead Homes, and other residential communities, museums, churches, and small- and medium-sized businesses within the Project study area. Historically imbedded and culturally rich communities, such as Chinatown, Olvera Street, Little Tokyo, Boyle Heights, and the Arts District are also targeted based on their proximity to LAUS. In addition, this Public Outreach Plan includes an approach to target stakeholders in the City of Vernon including local businesses and property owners/business tenants that may be potentially affected within the Malabar Yard study area.

Public outreach and engagement on the Project have been ongoing since 2016 and will continue to revolve around key milestones during the environmental review process. In conjunction with facilitating receipt of comments during the two 30-day public scoping periods, various meeting formats, such as open houses, community update meetings that include formal presentations, workshops, and small individual stakeholder briefings were used to provide Project updates, obtain public feedback, and consult with federal, state, and local agencies. In addition, Metro conducted focused outreach efforts with minority and low-income communities including William Mead Homes, as well as with property owners and business tenants directly adjacent to and directly impacted by the Project and Malabar Yard railroad improvements in the City of Vernon.

See Appendix C, Link Union Station Public Engagement Activities for a list of public involvement activities completed and anticipated for this Project.

### 5.1 Summary of Past Public and Agency Outreach

This subsection provides a summary of past outreach efforts which included a variety of formal and informal outreach methods such as in-person and virtual public meetings, key stakeholder and community group briefings, Project development team and agency coordination meetings, advertisements, email blasts, mailings, pamphlet distribution, website updates, and social media engagement.

An overview of the public outreach and community engagement activities performed to date since 2016 (in-person and virtual) are summarized below and described in detail in Appendix C:

- 11 Link US Public Meetings
  - Joint NEPA/CEQA Outreach Events
    - Public Scoping Meeting (2016)
    - Community Meeting (2016)
    - William Mead Homes Community Workshop (2017)
  - CEQA Outreach Events
    - LAUS Open Houses (2018 and 2019)

- Draft EIR Public Hearing (2019)
- William Mead Homes Community Meeting (2019)
- NEPA Outreach Events
  - Virtual Public Scoping Meeting (2020, virtual)
  - Vernon Business & Industry Committee Meetings (2020 and 2021, virtual)
  - Vernon Business Stakeholder Meeting (2021, virtual)
- 17 Public Events
- 29 Non-Governmental Organizations Briefed
- 100+ Social Media Posts
- Mailer Notifications – 23,460 addresses
  - NOI/NOP Public Scoping Announcement Mailers (NEPA/CEQA)
  - Public Hearing Mailers (CEQA)
  - Revised NOI Scoping Announcement Mailers (NEPA)
- Email Updates – Over 23,145 contacts
  - 30+ e-blasts with Project updates and event presentations
  - Three e-blasts for Public Scoping Meeting (NEPA/CEQA)
  - Seven e-blasts for Open Houses (CEQA)
  - Six e-blasts for Draft EIR Public Hearing (CEQA)
  - One e-blast for the Release of the Revised NOI (NEPA)
  - Four e-blasts for the Virtual Public Scoping Meeting (NEPA)
  - Four emails/phone calls for Vernon Business Stakeholder Meeting (NEPA)

As described above, CHSRA and Metro coordinated extensively with the public, EJ communities and LEP populations, key stakeholders, and other federal, state, local, and tribal entities during the scoping processes and throughout the environmental review process.

### **5.1.1 NEPA Mandated Meetings**

Throughout the course of the environmental review process, the Project team has incrementally updated the stakeholder database. The stakeholder database serves as a tool for notification of NEPA mandated meetings. Three NEPA-mandated outreach meetings are as follows:

- Notice of Intent Public Scoping Meeting (2016, in person)
- Revised Notice of Intent Public Scoping Meeting (2020, virtual)
- Draft EIS/SEIR Public Hearing (planned for spring/summer 2024, virtual and in person)

The Public Outreach Plan also describes how CHSRA, and the Project team are involving consulting parties and tribes in the environmental review process pursuant to the requirements under NEPA and Section 106 of the NHPA (Appendix E, *Link US Section 106 Consulting Parties*).

## **Notice of Intent Public Scoping Meeting**

In May 2016, FRA published a NOI in the Federal Register. The NOI identified the purpose and need of the Project, the Project limits, a description of Project alternatives, potential environmental impacts of the Project; points of contact for additional information; and the dates and locations of the scoping meetings.

The public, including all stakeholders in the stakeholder database, were invited to the scoping meeting. Interpreters were made available during the meeting. All collateral materials were provided in English, Spanish, Chinese (simplified), and Japanese to address the needs of the LEP populations. Comment cards were available to all attendees to provide input on the environmental review process. A scoping summary report was prepared following the meeting to summarize attendees, meeting format, and comments.

## **Revised Notice of Intent Public Scoping Meeting**

Following the publication of the Revised NOI in September 2020, a virtual scoping meeting was held. This public scoping meeting provided an opportunity for the public to hear about the major Project components, the purpose and need, phasing, funding and anticipated benefits, Project history while also gathering input and feedback on the Malabar Yard railroad improvements.

The public, including all stakeholders in the stakeholder database, were invited to the virtual meeting. Interpreters were made available during the meeting. All collateral materials were provided in English, Spanish, Chinese (simplified), and Japanese to address the needs of the LEP populations. Comment cards were available to all attendees to provide input on what should be studied during the environmental review process. A scoping summary report was prepared following the meeting to summarize attendees, meeting format, and comments. Live streaming of the meeting content was also made available for an extended duration of time to maximize public and agency feedback during the scoping period.

### **5.1.2 Past Supplemental Outreach Activities and Meetings**

Supplemental outreach activities and meetings that were already conducted for the Project from 2016 through 2023 provided opportunities for the Project team to engage with key stakeholders and collect feedback on the Project. The supplemental outreach activities and meetings previously conducted are described below and were provided in virtual and in-person format:

- Metro Board Meetings
- Elected Official Briefings
- Stakeholder Meetings and Briefings
- Community Update Meetings
- SHPO and Consulting Party Meetings

## **Metro Board Meetings**

The Metro Board of Directors is comprised of representatives from the City of Los Angeles, the County of Los Angeles, the other incorporated cities, and unincorporated areas in Los Angeles County, and an ex-officio member representing the Governor. Metro Board Briefings provided an opportunity to internally update the Board of Directors and discuss Project information, meeting materials, logistics, and expected outcome for all outreach and meetings.

## **Elected Officials Briefings**

The meetings with elected officials included a Project overview, a list of any concerns, a discussion of stakeholders to be engaged, and an opportunity to hear what issues are concerning their constituents in the community. Fact Sheets and FAQs were made available with Project information, resources, and contact information. The briefings helped build rapport and trust among elected officials and their staff. Meeting summary reports were provided following each briefing to summarize attendees, meeting format, and comments made.

Elected officials were briefed prior to stakeholder meetings and briefings with community groups and business organizations. Following stakeholder meetings and briefings, the outreach team conducted additional meetings as needed with the elected officials to provide an update of the outreach conducted in their districts and highlight the main points of discussion that were addressed by the community. Elected officials that were briefed throughout the environmental review process are listed in Appendix C.

## **Stakeholder Briefings and Meetings**

Stakeholder briefings and meetings provided an opportunity to present a Project overview to key stakeholders in a one-on-one session. These briefings and meetings, conducted through telephone calls, online/virtual and/or in-person meetings, served as an opportunity for the outreach team to gather input on the Project by allowing stakeholders to voice their concerns and build Project engagement as stakeholders were updated on key milestones.

Project information was provided to stakeholders in the form of Fact Sheets, FAQs, and other materials, as needed. Stakeholders who were engaged throughout the environmental review process are listed in Appendix C.

## **Community Update Meetings**

In addition to the briefings described above, a Community Update Meeting was held on November 15, 2016, from 6:00 to 8:00 PM at Casa Italiana, 1051 North Broadway, Los Angeles, CA 90012 in Chinatown. The Community Update Meeting was held to present the alternatives under consideration at the time, provide a Project update, and obtain feedback from stakeholders.

To maximize attendance, an email was sent to all federal, state, and county elected officials, and Metro Board members informing them of the Community Update Meeting. Once elected officials and Metro Board Members were informed, email blasts were sent on October 31, 2016,

November 10, 2016, and November 14, 2016, to approximately 1,900 stakeholders. The email blasts included links to the information translated into Spanish, Chinese (simplified), and Japanese. Phone calls to key community organizations were also made as a follow up to the email blasts.

A tri-fold pamphlet translated into Spanish, Chinese (simplified), and Japanese was distributed to approximately 1,500 businesses and residents in, and around, the Project study area, including residents within William Mead Homes and residents and businesses within the Arts District. The pamphlet was distributed by foot to properties within the Project study area. The pamphlet was also distributed to libraries in Chinatown, Boyle Heights, Lincoln Heights, Little Tokyo, and at the Los Angeles Cleantech Incubator in the Arts District.

The pamphlet and details of the meeting were made available on the Project website and publicized in social media posts on Metro’s Regional Rail Facebook page on November 1, 2016, November 11, 2016, and November 15, 2016. The Community Update Meeting was also announced and shared with the following stakeholders: City of Los Angeles Council District 1, Los Angeles County Board of Supervisor District 1, Boyle Heights Chamber of Commerce, and Los Angeles Department of Transportation.

Public information materials were created to provide an update to stakeholders and facilitate discussions at the Community Update Meeting. The Project fact sheet and FAQs were also updated and made available at the Community Update Meeting in English, Spanish, Chinese (simplified), Japanese, Khmer (Cambodian), Korean, and Vietnamese. Attendees were provided copies of the Project fact sheet, FAQs, and comment sheet. Display boards were also located around the meeting space for stakeholders to walk around, speak to Project and Metro staff, and view Project information. Stakeholders were invited to write directly on the boards and/or fill out comment sheets located at each table. Interpretation was available in Spanish, Chinese (simplified), and Japanese to all stakeholders in attendance.

### **SHPO and Section 106 Consulting Party Meetings**

On October 12, 2016, an informational meeting was held between FRA, Metro, and those organizations and agencies who have requested to consult under Section 106. Meeting attendees included the following parties:

- Los Angeles Conservancy (Adrian Fine in person)
- HACLA (Diraj Narayan via phone)
- AIA/LA (Will Wright via phone)

A representative from the Los Angeles Department of City Planning and Office of Historic Resources was scheduled to be at the meeting but did not attend. Additionally, the Train Riders Association of California was scheduled to attend the meeting via phone, but did not call-in.

FRA held a meeting with the California SHPO on November 1, 2016. The meeting presented background on the Project, discussed schedule and gave an update on the Section 106

consultation to date, presented information on the cultural resources identified within the APE, made preliminary recommendations on level of effect, and discussed preliminary design concepts for the Link US concourse, structures, and canopies.

Meetings to provide information that included preliminary discussions about potential effects on historic properties were held on the following dates:

- On November 11, 2016, information about historic properties identified in the APE was summarized in a presentation made to the California SHPO. This included a projection that in order to construct the Project, it was likely there would be adverse effects on historic properties.
- On January 9, 2017, a meeting was held with Housing Authority of the City of Los Angeles to discuss potential effects on William Mead Homes.
- On February 7, 2017, a meeting was held with the City of Los Angeles Office of Historic Resources and the Los Angeles Conservancy to review historic properties identified and potential effects on historic properties, with extensive discussion about potential effects on LAUS.

On September 20, 2018, FRA held a follow-up meeting with SHPO to provide an update on the results of identification and evaluation of cultural resources for the Project and again to continue discussion regarding the potential for adverse effects on historic properties.

On December 10, 2019, CHSRA notified the active consulting parties about the NEPA delegation from FRA to CHSRA and requested that they reconfirm their interest to act as consulting parties for the Project. Invitations to meet and discuss updates to the Project and supplemental cultural resource inventory and evaluation efforts were sent out via email on December 31, 2019.

On March 4, 2021, at the request of the City of Los Angeles Office of Historic Resources, Metro provided an informational presentation to the City of Los Angeles Cultural Heritage Commission about the Project and impacts (as disclosed previously with the Final EIR) upon built environment resources that are designated Los Angeles Historic-Cultural Monuments. Los Angeles Historic-Cultural Monuments discussed included LAUS, the North Main Street Bridge, and the Vignes Street Undercrossing. The Cultural Heritage Commission requested that the Metro team provide more detailed information regarding the Project.

Consulting parties were re-engaged in 2023 regarding the *Link US Second Supplemental Cultural Resource Report* and were invited to review and provide any comments on the supplemental documentation. The following Section 106 consultation meetings were held in June and July 2023 to discuss the *Link US Draft Findings of Effect*:

- On June 27, 2023, a meeting was held with Housing Authority of the City of Los Angeles to discuss potential effects on William Mead Homes Historic Property.
- On June 29, 2023, a meeting was held with the City of Los Angeles, Cultural Heritage Commission, and Los Angeles Conservancy.

- On July 10, 2023, a meeting was held with the Los Angeles Union Station Historical Society.
- On July 11, 2023, a meeting was held with tribal representatives of Kizh Nation.

Further details on all Section 106 consulting party meetings are provided in Appendix M of the EIS/SEIR.

## **5.2 Future Outreach to be Performed**

### **5.2.1 Draft EIS/SEIR Open House and Public Hearing**

After the release of the Draft EIS/SEIR and publication of a Notice of Availability in the *Federal Register*/posting of the Notice of Availability with the County of Los Angeles, one open house and public hearing will be held, providing an opportunity for the public and agencies to be informed of the alternatives and design options considered, a summary of topics evaluated and potential impacts that may occur, the changed circumstances considered in the SEIR, and information on how to comment on the content of the Draft EIS/SEIR. Display boards will be located around the meeting space for attendees to walk around, speak to Project and Metro staff, and view Project information.

Comment cards will be made available to collect official comments on the Draft EIS/SEIR from attendees. Court reporters and interpreters will be made available at the public hearing to document oral comments received. Interpretation will be available in Spanish, Chinese (simplified), and Japanese. Live interpretation, as needed/requested by any stakeholder, can be provided with at least 72 hours advanced notice. Executive summaries of the Draft EIS/SEIR will be provided in multiple languages, including English, Spanish, Chinese (simplified), Japanese, Khmer (Cambodian), Korean, and Vietnamese. The planned translations are consistent with translated copies of the Draft EIR prepared during the standalone CEQA EIR process and in compliance with Metro's *Public Participation Plan*. The Metro Language Translation Services Card information will also be made available to address any translation needs during the public hearing.

Following the open house and public hearing, a summary report will be prepared summarizing attendance, meeting content, and collected comments. Comments received during the open house and public hearing and during the Draft EIS/SEIR public comment period will be formally responded to in the Final EIS/SEIR. Photographs will be taken of the open house and public hearing to document public participation. Screenshots of the virtual component of the public hearing will also be captured. Live streaming of meeting content will also be made available.

### **5.2.2 Final EIS/SEIR Community Update Meeting**

A community update meeting is planned to occur after the close of the 45-day public comment period for the Draft EIS/SEIR. This meetings will serve as an opportunity to engage EJ and LEP

populations, provide Project updates, solicit input, and engage the general public, stakeholders, and agencies in the environmental review process for the Final EIS/SEIR.

**Schedule**

Table 5-1 identifies the preliminary dates for the open house/public hearing and the Final EIS/SEIR community update meeting.

<b>Table 5-1. Preliminary Schedule of Upcoming Outreach Activities</b>		
<b>Meeting</b>	<b>Time Frame</b>	<b>Format</b>
Draft EIS/SEIR Open House and Public Hearing	Spring/Summer 2024	Virtual and In-Person
Final EIS/SEIR Community Update Meeting	Fall 2024	Virtual and In-Person

**Notes:**  
*HACLA=Housing Authority of the City of Los Angeles; WMH=William Mead Homes*

**5.3 Collateral Materials**

The collateral materials are intended to provide project-related information and meeting information in non-technical terms. These materials will also help to proactively address potential questions within the community and provide resources for more information. In support of the collateral material development, the Project team will assist Metro with the branding and messaging of the Project. As part of the collateral materials, the Project team has developed cohesive branding images that inspire the community and convey key Project elements. Collaterals and supporting materials will be developed for each future outreach activity.

All materials will be made available in English, Spanish, Chinese (simplified), Japanese, Khmer (Cambodian), Korean, and Vietnamese, consistent with translation services used during the CEQA process, and in compliance with Metro’s *Public Participation Plan*. Translations can be addressed through the Metro Language Translation Services Card; the information will be made available for all collateral materials.

**5.3.1 Fact Sheets**

Fact Sheets (hard copy and electronic version) will be developed and distributed at all public meetings and on the Project website/webpage. The overall purpose of the Fact Sheet is to inform stakeholders, agencies, and the public of the Project’s key messages. This collateral will include a brief project overview with history and background of the Project and the environmental process, key Project components, Project benefits, an overview of the environmental review schedule, and contact information.

## 5.3.2 Frequently Asked Questions

A document with FAQs about the Project will be made available to stakeholders during the public meetings and online on the Project website. The FAQs will address specific questions or areas of concern expressed by the public. This will include addressing technical or environmental issues, providing a more detailed description of why the Project and Malabar Yard railroad improvements are needed, and providing resources for more information (i.e., Project website, social media pages).

## 5.3.3 Flyers

Flyers will be distributed in the community including public facilities (libraries, recreation centers, etc.) prior to each public outreach meeting, including the community update meetings and public hearings. The flyers will announce the date and time for upcoming meetings and provide a brief overview of the Project, including links to the Project website and social media pages. Flyers will be distributed two weeks prior to the event date. All flyers will undergo review by CHSRA prior to distribution. The flyers will also be distributed throughout LAUS to announce the meetings.

## 5.3.4 Project Exhibits/Display Boards

Enlarged, high-quality exhibits (display boards) is an effective and collaborative method to communicate key information to the public. The display boards prepared for previous public meetings including the two scoping meetings were prepared by the Project team and reviewed by Metro and CHSRA prior to printing. The Project team will make updates to the previously prepared display boards as needed for upcoming public outreach meetings to support the EIS/SEIR. The content of display boards may include but would not be limited to the following:

1. Join Us
2. Welcome
3. Major Project Components
4. Expanded Passageway
5. Link US Anticipated Project Benefits
6. Phasing and Funding Plan
7. Outreach Conducted since 2016
8. Project History
9. Key Environmental Review Milestones
10. Proposed Project Environmental Effects Table
11. Transportation Effects
12. Air Quality Effects

13. Noise and Vibration Effects
14. Cultural Resource Effects
15. Hazardous Waste and Materials Effects
16. Aesthetics Effects
17. Malabar Yard Railroad Improvements Overview
18. 46th Street Connector (Design Options 1 and 2)
19. 49th Street Closure (Design Options 1 and 2)
20. Malabar Yard Traffic Study Area
21. Malabar Yard Environmental Effects Table

### **5.3.5 Advertisements**

Advertisements may be purchased in key media outlets in the Project area (Los Angeles Times, Los Angeles Daily News, Los Angeles Downtown News, La Opinion, Chinese LA Daily News, The Rafu Shimpo, etc.). In addition, advertisements will be placed on social media to expand the reach to demographics that use Facebook as a prime source for information. Advertisements on Facebook can be further used to target key stakeholders within the online community (age, location radius, key interests), to facilitate communication with interested parties. The advertisements could be translated and posted in multiple languages, including English, Spanish, Chinese (simplified), Japanese, Khmer (Cambodian), Korean, and Vietnamese, and posted for a consecutive number of days prior to the public meetings.

### **5.3.6 Email Outreach**

Regularly published e-blasts will provide an additional means for disseminating Project updates. This includes sharing information regarding public meetings, public comment periods, and any other Project-related items. The Project team will use the stakeholder database for the e-blasts. E-blasts will be reviewed by Metro, CHSRA, and the Project team prior to distribution. Consistent messaging will be used across all platforms to maintain consistency of the Project's message. Each email will consist of detailed information and upcoming events and milestones related to the environmental review process. E-blasts will help inform stakeholders in advance of any community meetings or virtual meetings, provide recaps and a thank you to those that were invited following each meeting, as well as allow for key Project updates, announcements, and reminders regarding availability of the Draft EIS/SEIR and public comment period.

### **5.3.7 Postcard and Tri-Fold Notice Mailings**

The Project team engaged key stakeholders, such as property owners, businesses, and residents throughout the CEQA process through postcard and tri-fold notice mailings. Tri-fold notices are also planned to be used to engage these entities to notify them of the Draft EIS/SEIR open house and public hearing and 45-day public comment period and the availability of the Final EIS/SEIR.

As provided in Table 5-2, a tri-fold mailer will be sent to addresses on file within a 1-mile radius of LAUS and Malabar Yard announcing the release of both the Draft and Final EIS/SEIR in English, Spanish and Chinese (simplified) and will include the Metro Hotline for interpretation for other languages to address the needs of LEP populations.

<b>Table 5-2. Tri-Fold Notice Mailings</b>	
<b>#</b>	<b>Mailing</b>
1	Draft EIS/SEIR (1-mile radius) English, Spanish, and Chinese (simplified) (Project Study Area and Malabar Yard Study Area)
2	Final EIS (1-mile radius) English, Spanish, and Chinese (simplified) (Project Study Area and Malabar Yard Study Area)

**Notes:**  
*EIS=environmental impact statement; SEIR=Supplemental environmental impact report; LAUS=Los Angeles Union Station*

### **5.3.8 PowerPoint Presentations**

The Project team will prepare PowerPoint presentations for all community meetings, the public hearing, and all other meetings as necessary. The presentations will be developed in English and translated in Spanish, as well as in any other languages as requested by stakeholders, to address the needs of LEP populations. The Project team will keep record of all presentations/versions used or shared with any external stakeholders during the environmental review process.

## **5.4 Online Materials**

### **5.4.1 Project Website**

Currently, the Link US Project is housed under the Regional Rail/Projects & Programs website: <https://www.metro.net/projects/link-us/>. The Project website ([www.LinkUnionStation.com](http://www.LinkUnionStation.com)) will be managed by MBI as a primary source of information for the Project. The Project team will be responsible for updating the Project website with the most recent Fact Sheets, FAQs, and other outreach materials for posting on the website. All documentation (NOI/NOP, Revised NOI, Draft EIS/SEIR, Final EIS/SEIR) will be accessible (view and download) from the Project website ([www.LinkUnionStation.com](http://www.LinkUnionStation.com)). The outreach team will develop and edit content for the Project website on an as-needed basis and work in coordination with Metro Marketing to maintain Metro’s hosted website with up-to-date information to keep the public informed on the latest information. All content uploaded on the Project website will be relevant and updated based on Project status. The Project website would also include an updated schedule approved by Metro and CHSRA and reflect updates at each major milestone.

## 5.4.2 Virtual Meeting Room

As discussed above, during the Revised NOI public comment period, a virtual meeting room (VMR) was established with virtual stations to provide Project-related information in large-scale PDF format that could be clicked on and zoomed in for maximum readability.

Weblinks to the VMR ([www.LinkUnionStation.com](http://www.LinkUnionStation.com)) were provided on Metro’s Link US website under the NEPA tab at <https://www.metro.net/projects/link-us/>. The VMR at [www.LinkUnionStation.com](http://www.LinkUnionStation.com) with all scoping materials is still available from Metro’s website and can be found in the archived folders.

The VMR will give stakeholders the opportunity to sign-up for information and submit official comments on the Draft EIS/SEIR using an online comment form. All content will be coordinated and reviewed by Metro and CHSRA prior to placement and going live to the public.

The website and VMR will include:

- Draft EIS/SEIR and Notice of Availability
- Project Boards
- Online comment card
- Project information materials (Fact Sheets, FAQs, flyers, and presentations)
- Upcoming meetings or milestones
- News (includes any press releases or media coverage about the Project)
- Project team contact information

## 5.4.3 Project Email Address

The Project team will set up a protocol with Metro for receiving, reviewing, and addressing email inquiries received about the Project. The Project email address, [linkunionstation@metro.net](mailto:linkunionstation@metro.net), has been created for all comments and questions received via email from stakeholders. Throughout the environmental review process, comments will be logged in the Project database and organized by topic.

## 5.4.4 Social Media

Information regarding the Link US Project was shared via the Metro Regional Rail Facebook page. Should this platform page remain the preferred communication site, social media posts will consist of Project events and detailed information about the Project and the environmental review process. All engagement activities will be logged in a database. The engagement process will serve as a working document for the communication process and the monitoring of project comments on social media. Twitter will also be utilized to announce public meetings and project updates.

Using Facebook and Twitter will allow the outreach team to increase Project exposure and monitor public sentiment towards the Project. The amount of activity on the posts (number of likes, shares, comments, etc.) will be tracked. Use of each platform will also allow the outreach team to engage a broader audience, increasing the number of stakeholders reached. Ahead of each public meeting, a social media schedule will be provided to coordinate posts, advertisements, and information dissemination among the Project team.

## **5.5 Information Telephone Line**

The Project information line is monitored on a daily basis to ensure stakeholders can contact the Project team with any Project questions or concerns. The outreach team will address comments and questions based on the key messages developed. When questions need review by the Project team and Metro, the caller will be informed that a response will be provided as soon as possible. The outreach team will route questions to the appropriate contact on the Project team. All calls will continue to be documented in the Public Comments Log. The log includes the caller’s information, topic, comment or question made, steps to address the call, as well as the person responsible for follow up. All stakeholders that contact the telephone line will be added to the stakeholder database for Project updates. In addition, all comments received during the community update meetings, public hearing, as well as comments received during the public comment period via email, information line, mailed comments, and comment cards will be recorded in the Draft EIS/SEIR comment database.

## **5.6 Draft/Final EIS/SEIR Local Repositories Distribution**

In addition to posting online to Metro’s website and other partnering agency websites, MBI and HDR will distribute the Draft and Final EIS/SEIR to sites in and around the Project location to ensure stakeholders have access to a physical copy. Table 5-3 provides a list of the proposed distribution locations. Executive Summaries of the Draft and Final EIS/SEIR will be translated in English, Spanish, Chinese (simplified), Khmer (Cambodian), Japanese, and Vietnamese to remain consistent with outreach conducted during the CEQA process.

**Table 5-3. Draft/Final EIS/SEIR Public Distribution Locations**

#	Library
1	Los Angeles Central Library 630 W. 5th Street, Los Angeles, CA 90071
2	Chinatown Branch Library 639 N. Hill Street, Los Angeles, CA 90012
3	Benjamin Franklin Branch Library 2200 E. 1st Street, Los Angeles, CA 90033

**Table 5-3. Draft/Final EIS/SEIR Public Distribution Locations**

#	Library
4	Lincoln Heights Branch Library 2530 Workman Street, Los Angeles, CA 90031
5	Little Tokyo Branch Library 203 S. Los Angeles Street, Los Angeles, CA 90012
6	LAUS/Metro Library One Gateway Plaza, 15th Floor, Los Angeles, CA 90012
7	LAUS/Metro Records Management Center One Gateway Plaza, Plaza Level, Los Angeles, CA 90012
8	WMH Administrative Office 1300 Cardinal Street, Los Angeles, CA 90012
9	Care First Village Administrative Office 1060 North Vignes Street, Los Angeles, CA 90012
10	Vernon City Hall 4305 South Santa Fe Avenue, Vernon, CA 90058

**Notes:**  
*LAUS=Los Angeles Union Station; WMH=William Mead Homes*

## 6.0 Documentation and Reporting

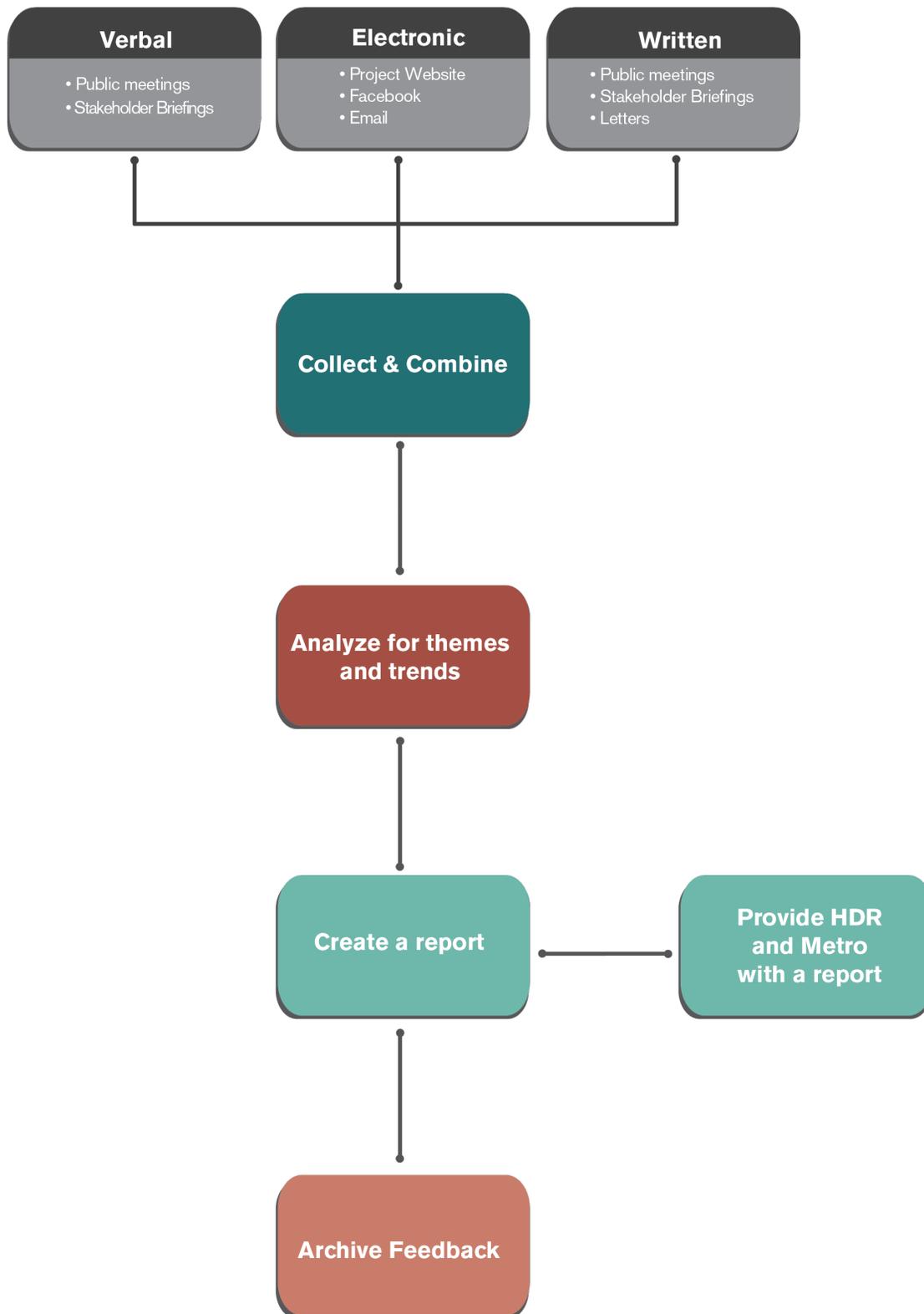
Throughout the environmental review process, the outreach team will receive input from the public regarding feedback on the Link US Project via public comments, the Project website, social media, letters, emails, and telephone calls, as highlighted on Figure 6-1. A comment database will be maintained for the duration of the Project to house and organize all comments. The database will identify the stakeholder, method of communication, and comment organized by topic. Additionally, in accordance with the Project Management Plan, all collateral materials, meeting materials, and meeting minutes will be appropriately logged and stored in the Link US ProjectWise folder.

The Project team will manage the receipt of all comments collected during the scoping and public comment periods. Comments will be logged in a database and managed in a spreadsheet, categorized by their submission method (i.e., email, web, comment card, mail, verbally, or written). A separate spreadsheet will also track comments and/or inquiries received through the information line.

All comments and feedback will be provided to CHSRA, Metro, and HDR for consideration during the environmental review process. Meeting summary reports will be provided for the community update meetings, Draft EIS/SEIR public hearing, and any other outreach meetings that may occur during the environmental review process. The reports will summarize outreach efforts related to the meeting, meeting format, document attendees, and collected comments. These reports will be submitted to the Project team for review prior to finalization. All outreach efforts will be summarized in a public outreach chapter of the EIS/SEIR. The Final EIS/SEIR will also include a list of all comments collected throughout the environmental review process.

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Figure 6-1. Comment Collection Process



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## 7.0 References

- California Department of Transportation (Caltrans) and Federal Rail Administration (FRA). 2002. *Amtrak Union Station Run-Through Tracks Alternatives Analysis Report*.
- 2005. Los Angeles Union Station Run-Through Tracks Project Final Environmental Impact Report/Environmental Impact Statement.
- California High Speed Rail Authority (CHSRA). 2015. *Title VI Limited English Proficiency & Environmental Justice Annual Accomplishments Report*.  
[https://www.hsr.ca.gov/docs/programs/title\\_VI/TitleVI\\_Annual\\_Report\\_2015.pdf](https://www.hsr.ca.gov/docs/programs/title_VI/TitleVI_Annual_Report_2015.pdf)
- 2020. Mandatory Language in Environmental and Outreach Documents Identifying the Authority as Lead Agency.
- 2021. 2020 Business Plan. Accessed December 5, 2023. [https://hsr.ca.gov/wp-content/uploads/2021/04/2020\\_Business\\_Plan.pdf](https://hsr.ca.gov/wp-content/uploads/2021/04/2020_Business_Plan.pdf).
- Los Angeles County Metropolitan Transportation Authority (Metro). 2022. *Public Participation Plan*.  
[https://www.dropbox.com/sh/r1h69iir3vt4zpp/AAD9eQIVx5E0EhedpCwSRkDda?dl=0&preview=2022+Public+Participation+Plan\\_Final\\_Approved+09.22.22.pdf](https://www.dropbox.com/sh/r1h69iir3vt4zpp/AAD9eQIVx5E0EhedpCwSRkDda?dl=0&preview=2022+Public+Participation+Plan_Final_Approved+09.22.22.pdf).
- 2015a. Los Angeles Union Station Master Plan, Technical Memo-Existing Transit Access, Circulation & Parking. Prepared by Gruen Associates.
- 2015b. *Connect US Action Plan*.  
[http://media.metro.net/projects\\_studies/union\\_station/images/LAUSMP\\_Action\\_Plan\\_Final\\_100515.pdf](http://media.metro.net/projects_studies/union_station/images/LAUSMP_Action_Plan_Final_100515.pdf)

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**Appendix A:  
Environmental Justice, Title VI, and Limited English  
Proficiency Information**

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## 1.0 Introduction

This section provides an overview of Environmental Justice (EJ) communities within the census tracts traversed by the boundaries of the Environmental Justice study area for the Build Alternative (City of Los Angeles) and Malabar Yard study area for the Malabar Yard railroad improvements (City of Vernon). Demographics and socioeconomic characteristics are discussed in greater detail below.

The United States Department of Transportation (USDOT) Final Order 5610.2(c) requires that EJ principles be considered in all USDOT programs, policies, and activities. Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin (including limited English proficiency [LEP] populations). This section also provides an overview of LEP populations for the census tracts traversed by the boundaries of the Environmental Justice study area and Malabar Yard study area.

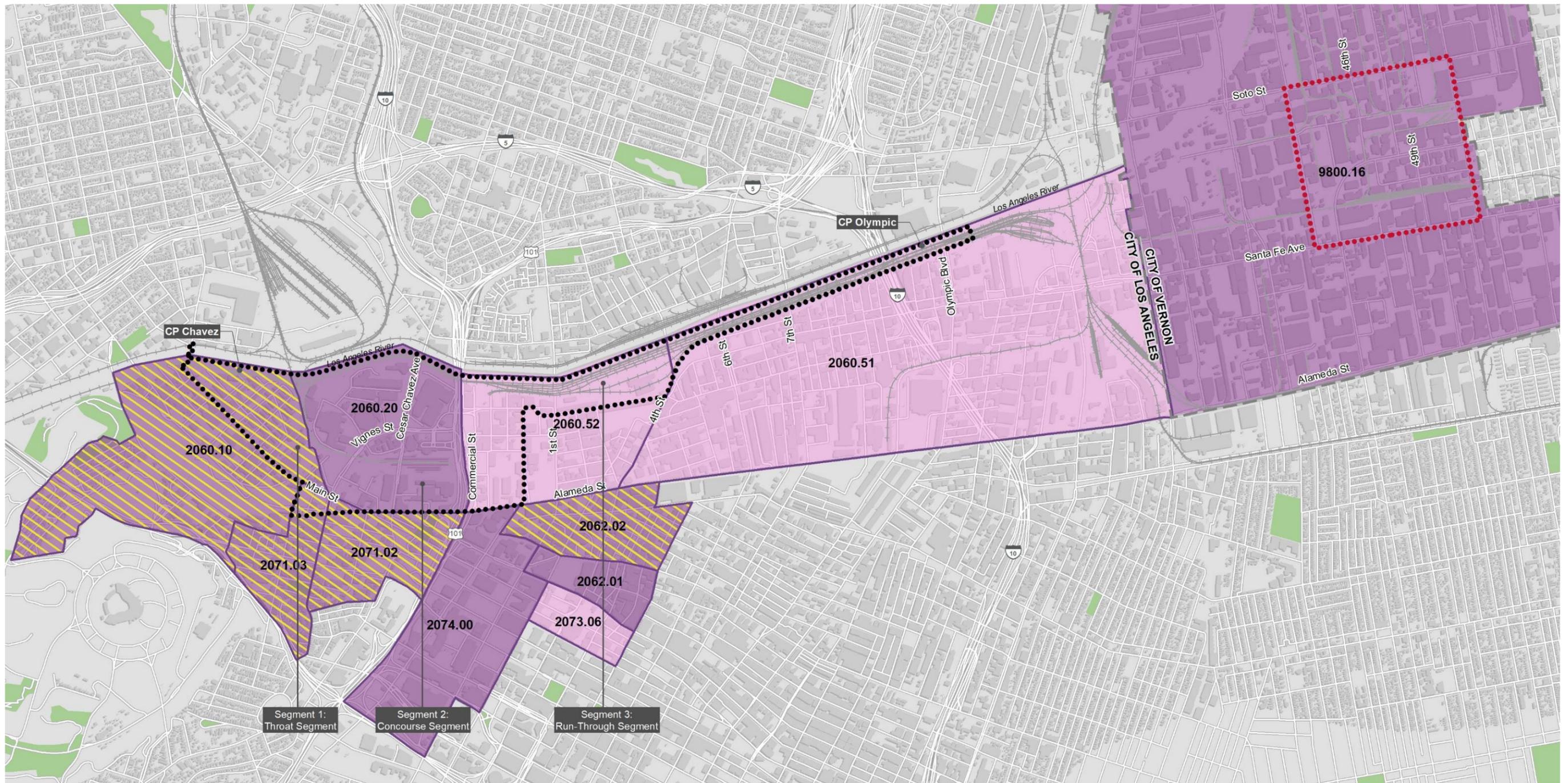
The EJ study area for the Build Alternative has a diverse population, with a minority population of 80.9 percent. The City of Vernon has a minority population of 94.2 percent.

Low-income populations are present in the census tracts located to the north and west of LAUS (Census Tracts 2060.10, 2062.02, 2071.02, and 2071.03). Although the median income in Census Tract 2060.10 is higher than 150 percent of the federal poverty level, William Mead Homes is a public housing complex immediately adjacent to the railroad ROW north of LAUS. Census Block information for this area indicate the median household income is below 150 percent of the federal poverty level. William Mead Homes is considered a low-income community. Likewise, Hilda J. Solis Care First Village, which provides interim housing for unsheltered individuals, is located in Census Tract 2060.20 and considered a low-income community. The Malabar Yard study area does not include low-income communities.

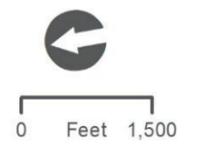
Figure 1 depicts the location of EJ communities and Table 1 provides a summary of EJ communities for the census tracts traversed by the EJ study area and Malabar Yard study area.

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Figure 1. Environmental Justice Populations within the Environmental Justice Study Area and Malabar Yard Study Area



- Project Study Area
- Malabar Yard Study Area
- Census Tract
- City Boundary
- Minority Percentage < 79%
- Minority Percentage > 79%
- Population <150% of Poverty Level
- \*79% threshold is 110% of Minority Percentage in Community Comparison



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**Table 1. Minority and Low-Income Populations**

Geographic Area	Minority Populations			Low-Income Populations			Metro EFC <sup>c</sup>
	Non-White/Minority (%) <sup>a</sup>	Percent Minority in Affected Community >110% of Community of Comparison (79% – LAUS; 82% – City of Vernon)	EJ Community?	Median Household Income (\$) <sup>b</sup>	Median Household Income <150% of DHHS Poverty Guideline (\$39,750)?	Low-Income Community?	
<b>Communities of Comparison</b>							
City of Los Angeles (LAUS)	72	—	—	69,778	—	—	—
Los Angeles County (City of Vernon)	74.5	—	—	76,367	—	—	—
<b>Affected Community</b>							
Census Tract 2060.10 <i>(Total Population)</i> <i>(Segment 1: Throat Segment; Northern Industrial District/Chinatown)</i>	89	Yes	Yes	46,250	No	No	Yes
Census Tract 2060.10 <i>(Block Group 2 – William Mead Homes)</i> <i>(Segment 1: Throat Segment; Northern Industrial District/Chinatown)</i>	88	Yes	Yes	\$17,111	Yes	Yes	Yes
Census Tract 2060.20 <i>(Total Population)</i> <i>(Segment 2: Concourse Segment; Northern Industrial District)</i>	83	Yes	Yes	89,333	No	No	No
Census Tract 2060.20 <i>(Block Groups 1001 and 1002, Block 1 - incarcerated population)<sup>d</sup></i> <i>(Segment 2: Concourse Segment; Northern Industrial District)</i>	86	Yes	Yes	not available	not available	not available	No
Census Tract 2060.20 <i>(Block 1013, Block Group 1 - Mozaic Apartments)</i> <i>(Segment 2: Concourse Segment; Northern Industrial District)</i>	61	No	No	89,333	No	No	No
Census Tract 2060.51 <i>(Segment 3: Run-Through Segment; Arts District/Southern Industrial District)</i>	44	No	No	123,947	No	No	No
Census Tract 2060.52 <i>(Segment 3: Arts District/Southern Industrial District)</i>	73	No	No	102,996	No	No	No
Census Tract 2071.02 <i>(Segment 2: Concourse Segment; El Pueblo District)</i>	91	Yes	Yes	31,071	Yes	Yes	Yes

**Table 1. Minority and Low-Income Populations**

Census Tract 2071.03 (Segment 2: Concourse Segment; Chinatown)	92	Yes	Yes	32,450	Yes	Yes	Yes
Census Tract 2062.01 (Segment 3: Little Tokyo District)	79	Yes	Yes	43,103	No	No	Yes
Census Tract 2062.02 (Segment 3: Little Tokyo District)	83	Yes	Yes	19,420	Yes	Yes	Yes
Census Tract 2073.06 (Segment 3: Little Tokyo District)	61	No	No	41,686	No	No	Yes
Census Tract 2074 (Segment 3: Little Tokyo District)	80	Yes	Yes	72,750	No	No	Yes
Census Tract 9800.16 (City of Vernon)	94.2	Yes	Yes	62,000	No	No	Yes

Source: U.S. Census Bureau 2021

Notes:

DHHS=Department of Health and Human Services; EFC=Equity Focus Community; EJ=environmental justice

<sup>a</sup> U.S. Census Bureau 2021 5-Year Estimate, Table B03002.

<sup>b</sup> U.S. Census Bureau 2021 5-Year Estimate, Table B17001.

<sup>c</sup> For purposes of this evaluation Environmental Justice Populations are considered Equity Focus Communities pursuant to Metro's Equity Platform.

<sup>d</sup> U.S. Census Bureau 2021 5-Year Estimate, Table P18

<sup>e</sup> U.S. Census Bureau 2021 5-Year Estimate, Table PCT18I

## 1.1 Demographics

This section provides the demographics for the census tracts traversed by the EJ study area and Malabar Yard study area using data from the 2021 American Community Survey (ACS). Table 2 provides an overview of reference community characteristics as well as characteristics of the EJ study area and the Malabar Yard study area in the City of Vernon<sup>1</sup>. The population of Los Angeles County is approximately 10 million compared to a population of approximately 3.9 million for the City of Los Angeles and 32,000 for the EJ study area and 328 for the Malabar Yard study area.

**Table 2. Reference Community Characteristics**

Characteristic	Los Angeles County	City of Los Angeles	Environmental Justice Study Area	Malabar Yard Study Area (City of Vernon)
Total Population	10,019,635	3,902,440	31,971	328
Percentage Minority	74.5	71.9	80.9	92.4
Total Households	3,342,811	1,384,851	11,212	88
Median Household Income	76,367	69,778	44,676	62,000
Percentage of households living below poverty level	14.2	16.6	26.2	0.0
Limited English Proficiency Households (%)	12.1	13.8	23.0	11.4

Source; U.S. Census Bureau 2021, ACS 5-Year Estimates

Notes:

The City of Vernon has a margin of error greater than 10 percent.

<sup>1</sup> The railroad improvements proposed at Malabar Yard are within the City of Vernon and a single census tract. All residential properties are located outside of the Project footprint for Malabar Yard railroad improvements.

Table 3 provides information on race and ethnicity for the census tracts traversed by the EJ study area and Malabar yard study area. As shown in Table 3, the predominant racial/ethnic group within the for the census tracts traversed by the EJ study area is Hispanic. Other racial/ethnic groups in descending order of proportion are Asian, White alone, Black or African American, two or more races, other race alone, Native Hawaiian/Pacific Islander, and American Indian or Alaskan Native.

The predominant racial/ethnic group in the City of Vernon is Hispanic of any race, followed by White alone, Black or African American, and Asian.

Table 3. Existing Regional and Local Race/Ethnicity Characteristics								
Geographic Area	White alone (%)	Hispanic of any Race (%)	Black or African American (%)	American Indian or Alaskan Native (%)	Asian (%)	Native Hawaiian/ Pacific Islander (%)	Other Race alone (%)	Two or More Races (%)
County of Los Angeles	25.5	48.7	7.6	0.2	14.6	0.2	0.4	2.8
City of Los Angeles	28.1	48.4	8.3	0.2	11.6	0.1	0.5	2.9
Environmental Justice Study Area	19.2	32.1	16.8	0.1	28.0	0.3	0.6	3.0
City of Vernon	5.7	90.2	3.0	0.0	0.9	0.0	0.0	0.0

Source: U.S. Census Bureau 2021, ACS 5-year Estimates

Notes:

The City of Vernon has a margin of error greater than 10 percent.

### 1.1.1 Socioeconomics

Table 4 shows the income and poverty statistics of the selected geographic areas.

Table 4. Existing Regional and Local Income Characteristics			
Geographic Area	Number of Households	Median Household Income (US\$)	Percent of Households Below Poverty Level (%)
County of Los Angeles	3,342,811	76,367	13.9
City of Los Angeles	1,384,851	69,778	16.6

Table 4. Existing Regional and Local Income Characteristics			
Geographic Area	Number of Households	Median Household Income (US\$)	Percent of Households Below Poverty Level (%)
LAUS Environmental Justice Study Area	11,212	44,677	26.2
City of Vernon	88	62,000	0

Source; U.S. Census Bureau 2021, ACS 5-year Estimates

As summarized in Table 4, the median household income for the census tracts traversed by the EJ study area is \$44,677, which is higher than the 2021 U.S. Census Bureau Poverty Threshold of \$27,479 for a family of four. It is also lower than the City of Los Angeles’s median household income of \$69,778 and lower than County of Los Angeles’ median household income of \$76,367.

There are 12 low-income housing complexes within the EJ study area, most notably William Mead Homes and Care First Village in Segment 1 of the Project study area. Approximately 26.2 percent of households in the EJ study area have income below the 2021 poverty level threshold identified by the U.S. Census Bureau.

Census data for the City of Vernon in 2021 indicate a median household income of \$62,000 with zero households below poverty level. Approximately 26 of the 78 housing units in the City of Vernon are owned by the City and rented through a lottery system at rates determined by the Comprehensive Housing Affordability Strategy and at market rates.

## 1.2 Limited English Proficiency Populations

CHSRA has developed and maintains an LEP Plan in compliance with Title VI of the Civil Rights Act of 1964 and related statutes, Presidential Executive Order 13166 and California State law — Dymally-Alatorre Bilingual Services Act (Government Code Sections 7290-7299.8). In addition to treating LEP individuals with dignity and respect, in accordance with CHSRA’s LEP Plan, CHSRA provides free language assistance services to LEP individuals encountered, or whenever an LEP individual requests language assistance services.

Metro has a complementary LEP program, adopted consistent with the Title VI Program (2022), which includes a Four Factor Analysis for the census tracts within its service area. Per USDOT guidance, the Four Factor Analysis focuses on the following factors:

1. The number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity, or service of the recipient or grantee of Federal funding;
2. The frequency with which LEP individuals come in contact with Metro services;

3. Assess the importance of Metro's Programs, Activities, or Services; and
4. The resources available to the recipient for LEP outreach, as well as the costs associated with that outreach.

For interpretation, the USDOT LEP guidance states that recipients must provide meaningful access to LEP individuals where oral language services are needed and are reasonable. For translations, the guidance provides safe harbor rules to help recipients make good decisions. Based on the safe harbor rules for translation of vital documents, which for the purposes of the Project include the Notice of Intent, Revised Notice of Intent, and the Notice of Availability, translation of these documents is provided into languages in which there are greater than 1,000 LEP individuals or for which 5 percent or more of the total population in the EJ study area (32,299 persons) speaks a given language with LEP (whichever is less). Providing these translations shows compliance and provides a "safe harbor" for transit providers that receive federal funding. The number of LEP persons eligible to be served or likely to be encountered within the EJ study area was identified using United States Census Bureau ACS 2021 5-Year Estimates to identify translation needs for the Project.

In accordance with the Safe Harbor rules, the number of individuals who report speaking another language and report speaking English less than very well was reviewed for the EJ study area and the Malabar Yard study area (Table 5) to determine if the total number of LEP individuals meets USDOT guidance criteria (greater than 1,000 LEP individuals or for which 5 percent or more of the total population in the EJ study area speaks a given language with LEP, whichever is less).

As shown in Table 5, Spanish-speaking and Chinese-speaking LEP individuals meet USDOT guidance criteria for translated materials. Also as shown in Table 5, LEP individuals speaking Other Asian or Pacific Island Language also meet the USDOT criteria.

- Spanish and Chinese exceed the population and 5 percent criteria:
  - Spanish: 7,618 LEP individuals and 23.8 percent of total population in EJ study area.
  - Chinese: 3,509 LEP individuals and 11.0 percent of total population in EJ study area.
  - Other Asian or Pacific Island Language: 1,259 LEP individuals and 3.9 percent of total population in EJ study area. Given the proximity of Little Tokyo to the Project, Metro elected to offer the Notice of Intent, Revised Notice of Intent, and the Notice of Availability in Japanese.

Table 5. Limited English Proficiency Individuals and Language Groups					
Language	Environmental Justice Study Area (Total Population: 31,971)		City of Vernon (Total Population: 328)		Safe Harbor Translation
	Total	Less than very well	Total	Less than very well	
Spanish	7,618 (23.8%)	2,338	252	61	Yes
French, Haitian, Cajun	139 (0.4%)	63	6	0	No
German	50 (0.2%)	0	0	0	No
Russian, Polish, other Slavic Language	169 (0.5%)	19	0	0	No
Other Indo-European Language	548 (1.7%)	168	0	0	No
Korean	935 (2.9%)	800	0	0	No
Chinese	3,509 (11.0%)	2,625	0	0	Yes
Vietnamese	225 (0.7%)	140	0	0	No
Tagalog	345 (1.1%)	50	3	0	No
Other Asian or Pacific Island Language	1,259 (3.9%)	397	0	0	Yes
Arabic	42 (0.1%)	0	0	0	No

**Table 5. Limited English Proficiency Individuals and Language Groups**

Other and Unspecified Language	115 (0.4%)	29	0	0	No
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Source:

U.S. Census Bureau 2021 5-Year Estimate, Table C16001

## 1.3 Outreach Strategies

### 1.3.1 Environmental Justice Outreach Activities

Table 6 outlines outreach activities to engage minority and low-income populations into the environmental review process. Coordination with environmental justice advocacy and community groups will also be conducted to maximize the outreach efforts.

**Table 6. Environmental Justice Outreach Activities**

Outreach Category	Target Audience	Outreach Activities	Intended Outcome
Public Meetings	All stakeholders	Public meetings/open houses to solicit public comment	Disseminate updates on the environmental review process and receive feedback
Virtual public meetings	All stakeholders	Public meetings conducted via computer, telephone town halls, or on AM radio stations to allow stakeholders to call in and listen to project information. Comments submitted by voice mail. Suggestion to include: "To request reasonable accommodation or if you do not have access to the technology needed to attend an online meeting, please contact ..." on all printed notices.	Directly engage members of minority and low-income populations without requiring in-person participation or home/office Internet access
Organizational Stakeholder Contact	Environmental Justice organizations	Connect with environmental justice advocacy and community groups to coordinate opportunities to offer input on the project and on the stakeholder outreach processes	Establish a direct line of communication and a credible reputation with representative environmental justice advocacy and community groups who work in the corridor; gather valuable local insights on environmental justice challenges and

**Table 6. Environmental Justice Outreach Activities**

			approaches
Local Stakeholder Contact	Project area Stakeholders, Focused on Minority and Low-Income Populations	Provide tables and booths at local fairs, church, and community events; set up “pop-up*” exhibits and “office hours” in target neighborhood/ environmental justice population areas. Booths could include comment cards in various languages and maps of the alternatives that the public can review and provide input on.	Directly engage members of minority and low-income populations in conversations to share relevant information, answer questions, listen to perspectives, and receive formal input; establish a two-way line of communication with affected stakeholders.
Group Stakeholder Meetings	Multiple Stakeholder Agencies/Organization	Organize meetings with multiple project area advocacy, business associations, and community groups and host collaborative, round-table discussions on project planning and key decisions	Gather and record information as it pertains to minority and low-income communities to inform the environmental review processes
Digital Engagement	Project area Stakeholders, Focused on Minority and Low-Income Populations	Provide opportunities to participate, learn and provide input via online and mobile options.	Directly engage members of minority and low-income communities without requiring in-person participation or home/office Internet access
Direct Mail	Project area Stakeholders, Focused on Minority and Low-Income Populations	Provide direct mailers with return mail options for comment cards; also surveys; Provide meeting/hearing material packets to be sent upon request.	Directly engage members of minority and low-income communities without requiring in-person participation or home/office Internet access

**Notes:**

EIS=environmental impact statement

### 1.3.2 Limited English Proficiency Populations

Planning information, including studies, reports, renderings, and other technical documents pertaining to Metro plans for system expansion and facility improvements, as well as Project updates are classified as Tier 3 documents in Metro’s 2022 Title VI Program Update. Tier 3 documents provide information to empower customers and help LEP populations understand and participate in Metro processes.

Metro provides translation for Tier 3 documents in areas with concentrated in-language preferred communities and by request in print and online, in language telephone assistance in

Spanish, and with other languages available through a third-party live telephone interpreter access. Transit news and information is posted via a transportation blog that is translated in Spanish, called El Pasajero.

Planning information and project updates are currently available through the following outlets:

- Planning information
  - Metro.net
  - Social media
  - Community meetings
  - Board meetings
  - Blog
- Project Updates
  - Metro.net
  - Social media
  - Advertising
  - Telephone representatives
  - Community meetings
  - Board meetings
  - Blog
  - Handouts

## Appendix B: Stakeholder Database

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First Name	Last Name	Title	Organization	Address	City	State	Zip	Email	Phone	Ext.
Cassim	Mamoon	Division Engineer, West at Amtrak	Amtrak	810 N. Alameda St., Suite 129	Los Angeles	CA	90012	mamoonc@amtrak.com		
Jack	Rich	Superintendent Operations	Amtrak	810 N. Alameda St., Suite 129	Los Angeles	CA	90012	richja@amtrak.com	(213) 215-8471	
			Amtrak	810 N. Alameda St., Suite 129	Los Angeles	CA	90012	cowand@amtrak.com		
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Xaime	Alcala	Plant Manager	J&J Snack Foods	5353 S Downey Rd	Vernon	CA	90058		(323) 581-0171	
			ABI USA Group	4550 Maywood Ave	Vernon	CA	90058	info@abiusagroup.com	(323) 238-0011	
Shahin	Dardashty	CEO	UPD Inc	4507 S. Maywood Ave	Vernon	CA	90058	shahin@updinc.net	(323) 588-8811	
Seth	Hersh	VP of Marketing & Development	Golden West Food Group	4401 S. Downey Rd	Vernon	CA	90058	info@gwfg.com	(888) 807-3663	
Joon	Knag		CS America	4309 Exchange Ave.	Vernon	CA	90058	joonkang@csstarlon.com	(323) 583-6930	
Fernando	Galarze	Sales Director / Warehouse Manager	A1 Express Delivery Service	4520 Maywood Ave	Vernon	CA	90058	fernando@a1expresswest.com	(323) 585-4440	

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Jyoti	Solanki	Senior Advisor	Big Saver Foods	4260 Charter St.	Vernon	CA	90058	info@big saverfoods.com	(323) 582-7222	
Ken	Kahn	President	Global Truss America	4295 Charter St.	Vernon	CA	90058	info@globaltruss.com	(323) 415-6225	
Michael	Jan	President	Global Best Produce	4265 Charter St.	Vernon	CA	90058	sales@gpusa.com	(323) 780-8898	
			Michael Jon Designs	4201 Charter St.	Vernon	CA	90058		(323) 582-0166	
Jeff	Rivera	COO	Lineage Logistics	3200 East Washington Blvd.	Vernon	CA	90058		(323) 261-4500	
Cesar	Lopez	Cold Storage Manager	Interfresh	3300 E. Vernon St.	Vernon	CA	90058	cesar@getinterfresh.com	(323) 584-1999	
			Exide Technologies	2700 Indiana St.	Vernon	CA	90058		(323) 262-1101	211
George	Saffarrans	CEO	Rogers Poultry	5050 Santa Fe Avenue	Vernon	CA	90058	info@rogerspoultry.com	(323) 585-0802	
			J C Rack Systems, Inc	5232 Alcoa Ave.	Vernon	CA	90058		(323) 588-0137	
Jason	Clark	Site Supervisor	Air Products and Chemicals, Inc	3305 26th Street	Vernon	CA	90058		(323) 264-0311	
Steven	Gittelsohn	President	Morgan Fabrics Corp.	4265 Exchange Ave	Vernon	CA	90058	info@morganfabrics.com	(323) 583-9981	
			Elite Flower West	3435 Vernon Ave	Vernon	CA	90058			
John	Barrett		New Zealand Seafoods	4321 Boyle Ave	Vernon	CA	90058	john@nzseafoods.com	(323) 584-2400	
Tony	Torres	Owner	Torgom Vintage Trading Co	4355 Fruitland Ave.	Vernon	CA	90058		(323) 567-2013	
Comil	Kohan	Executive Vice President	American Standard Coatings	4584 E. 50th St.	Vernon	CA	90058	comil@ascoatings.com	(562) 777-8200	
			Robin K	3311 East Slauson Avenue	Vernon	CA	90058	support@robinkusa.com	(800) 935-6158	
			All Size Foam Fabrics	4702 E 50th St	Vernon	CA	90058	robert@allsizefoam.com	(323) 581-1222	
			PF Harris	4578 E 49th St	Vernon	CA	90058		(800) 637-0317	
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Paul	Singh	Vice President	Tipsy Inc.	4949 District Boulevard	Vernon	CA	90058	sales@gotipsy.com	(323) 588-1900	
Raul	Banuelos		American Electric Components, Inc.	4901 Fruitland Ave.	Vernon	CA	90058	raul@aecinc1.com	(323) 771-4888	
			Pacific Coast Chemical Co	5100 District Blvd	Vernon	CA	90058-2730		(323) 771-7700	
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			Sanchez Upholstery Inc.	4731 E 52nd Dr	Vernon	CA	90058		(323) 562-2325	
			Steel Services Grinding	5637 District Blvd.	Vernon	CA	90058	sales@steelservicesgrinding.com	(323) 560-1430	
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			Cal Portland	Alameda Ready Mix Plant, 1862 E. 27th St.	Vernon	CA	90058		(800) 272-1891	
Kami	Farhadi	Chairman	Starline Tours	2715 S Bonnie Beach Pl	Vernon	CA	90058		(323) 264-9100	
Mark	Mooney	General Manager	Ryerson	4310 East Bandini Boulevard	Vernon	CA	90058		(323) 267-6000	
			FedEx Freight	4500 Bandini Blvd	Vernon	CA	90058		(323) 269-9800	
Kevin	Staley	Principal	The Magellan Group	3030 S Atlantic Blvd	Vernon	CA	90058	info@magellangrp.com	(310) 277-8337	
			Hoover Supply	4800 E. 26th Street	Vernon	CA	90058	info@hooversupply.com	(323) 415-8080	
Harpal	Singh	CEO	Classic Home Inc	4505 Bandini Blvd	Vernon	CA	90058		(323) 266-8993	
			Love Culture	3232 E Washington Blvd	Vernon	CA	90058	support@loveculture.com	(888) 764-0314	
Noah	Haskell	Director of Operations	Square-H Brands, Inc.	2731 S. Soto Street	Vernon	CA	90058		(323) 267-4600	
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Christopher	Norton	Media	World Oil	3650 E 26th St	Vernon	CA	90058	cnorton@worldoilcorp.com	(562) 928-0100	
			Republic Services	4133 Bandini Blvd	Vernon	CA	90058		(323) 264-0202	
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Carole	Cornell	Project Management Supervisor	Robin K	4400 Bandini Blvd	Vernon	CA	90058		(323) 924-9495	
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Hardar	Almog	Head of Marketing	Premier Meat Company	5030 Gifford Avenue	Vernon	CA	90058	pmorders@premiermeats.com	(323) 277-5888	
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Raymond	Lieu	President	Apex Granite Outlet	5816 S. Boyle Ave	Vernon	CA	90058		(323) 587-3556	
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			Tops Manufacturer Direct	2231 East 49th Street	Vernon	CA	90058	sales@topshandbags.com	(323) 227-9988	
			Gorilla Automotive Products	2011 East 49th Street	Vernon	CA	90058	peter@gorilla-auto.com	(323) 585-2852	
			Blue America	4890 S Alameda St	Vernon	CA	90058	info@blueamerica.com	(323) 586-0633	
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			American Cover Design/Persian Weavers	2131 E 52nd St	Vernon	CA	90058		(323) 582-8666	
			Allied Sales and Distribution	2021 East 52nd St	Vernon	CA	90058	customerservice@alliedsales.com	(323) 589-9380	
Walter	Filippini		Peacock Cheese Distributing Company	5403 S. Santa Fe Ave.	Vernon	CA	90058		(323) 583-5400	
			Westaire Engineering, Inc.	5820 S Alameda Vernon,	Vernon	CA	90058	Westaire@westaireengineering.com	(323) 587-3347	
Joe	Giustra	General Manager	Topnotch Foods	1988 East 57th Street	Vernon	CA	90058	JGiustra@TopnotchFoods.com	(323) 586-2007	
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			Scala Luxury	2104 E 57th St.	Vernon	CA	90058		(323) 588-9922	
Lourdes	Chavez	Designer	Lourdes Chavez	2170 E Anderson St	Vernon	CA	90058		(323) 587-8887	
			Sweet Rain	2615 Fruitland Ave	Vernon	CA	90058		(323) 583-4580	
			Shason	5525 S Soto St,	Vernon	CA	90058		(323) 269-6666	
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			Overseas Food Distribution	6095 Malburg Way	Vernon	CA	90058	gina@ofdusa.com	(818) 534-5050
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Eric	Lauzon	COO	GeoGreen Biofuels	6011 Malburg Way	Vernon	CA	90058	admin@geogreen.com	(323) 826-9753
Mathew	Hoelscher	President	TK Services, Inc	6118 Alcoa Ave.	Vernon	CA	90058		(323) 319-1900
Marc	Kahn	CFO	Monarch Trading Company	6180 Alcoa	Vernon	CA	90058	info@monarchtrading.us	(323) 374-0303
Katherine	Henderson	Organization Manager	Del-Tho Industries	6170 S Boyle Ave	Vernon	CA	90058	info@del-tho.com	(323) 585-3115
			Gen X Clothing Inc	2019 East 48th Street	Vernon	CA	90058	info@go2genx.com	(323) 727-0005
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			Crystal Art Gallery	4900 S Santa Fe Avenue	Vernon	CA	90058	cnicol@arkapropertiesgroup.com	
			Crystal Art Gallery	4900 S Santa Fe Avenue	Vernon	CA	90058	vmbohanec@arkapropertiesgroup.com	
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Erica	Chahal		Atlas Aluminum	1261 Evergreen	San Diego	CA	92106	chahal@aol.com	(415) 793-2100
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Robert	Scott Pettitt		Cheryl & Ribert Scott Pettitt	7540 Coastal View DR	Los Angeles	CA	90045	scott@scottcampbellco.com	(323) 582-5103
Daniel B	Rosenthal		SS Chambers, LLC	1714 16th Street	Santa Monica	CA	90404	danro@bltenterprises.com	(805) 278-8220
Melody	Lynn		Hampton Property & Investments, Inc.					vleiva@drinkgts.com; greyes@drinkgts.com	(352) 419-4271

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			Williams Data Management	1925 E. Vernon Avenue	Los Angeles	CA	90058	contactus@williamsdatamanagement.com	(888) 478-3453	
			Metal Products Engineering	3050 Leonis Blvd.	Los Angeles	CA	90058-2914	info@metalproductseng.com	(800) 824-0222	
			VMP Cosmetics	2350 E 48th St	Los Angeles	CA	90058	michelle@vm cosmetics.com	(323)408-8380	
			A. Rudin, Inc	6062 Alcoa St	Los Angeles	CA	90058	factory@arudin.com	(323)589-5547	
		Vice President	Tapatio Hot Sauce	4658 District Blvd	Los Angeles	CA	90058	luis@tapatiohotsauce.com	(323)587-8933	
			Neptune Foods	4510 South Alameda St	Los Angeles	CA	90058	info@neptunefoods.com	(323) 232- 8300	
			Tadin Herb & Tea Co.	3345 E Slauson Ave	Los Angeles	CA	90058	info@tadin.com	(323) 728-5100	
					Los Angeles	CA	90040			

# Appendix C: Public Outreach and Community Engagement Activities

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## Link US Community Engagement Activities Since June 2016

### 11 Link US Public Meetings:

1. Public Scoping: 6/2/2016
2. Community Meeting: 11/15/2016
3. William Mead Homes Community Workshop: 4/29/2017
4. Union Station Open House: 9/26/2018
5. William Mead Homes Community Meeting: 1/26/2019
6. DEIR Public Hearing: 1/29/2019
7. Union Station Open House (FEIR): 6/6/2019
8. Revised NOI Virtual Public Scoping Meeting: 10/8/2020 (virtual)
9. Vernon Business & Industry Committee Meeting: 8/13/2020 (virtual)
10. Vernon Business Stakeholder Meeting: 2/10/2021 (virtual)
11. Vernon Business & Industry Committee Meeting: 2/11/2021 (virtual)

### 17 Public Events also promoted via Social Media:

1. Community Update Meeting: 11/15/2016
2. HSR Open House in Little Tokyo: 12/05/2016
3. Metro Central LA Round Table (DTLA): 10/03/2017
4. LAUS Round Table Workshop: 11/02/2017
5. LAUS Round Table Workshop: 05/02/2018
6. Union Station Train Fest: 07/14/2018
7. Train-to-Table Farmer's Market: 08/16/2018 and 11/15/2018
8. CicLAvia: 09/30/2018
9. Metro Accessibility Advisory Board Meeting: 11/08/2018
10. LAUS Round Table Workshop: 11/30/2018
11. Union Station Holiday Festival and Market: 12/01/2018
12. CicLAvia Heart of LA: 12/02/2018
13. William mead Homes Community Listening Workshop: 04/08/2019
14. Union Station 80th Anniversary: 05/04/2019
15. Metro Accessibility Advisory Committee: 05/09/2019
16. Union Station Pop Up: 06/04/2019
17. Vernon Business Stakeholder Meeting: 02/10/2021

### 29 Non-Governmental Organizations for one-on-one briefings is provided below:

1. American Institute of Architects
2. Arts District Community Council of LA
3. Arts District Los Angeles Business Improvement District

4. Boyle Heights Chamber of Commerce
5. Boyle Heights Neighborhood Council - Planning and Land Use Committee
6. Central City Association of Los Angeles
7. Chinatown Business Improvement District
8. Chinese American Museum
9. Chinese Historical Society of Southern California
10. City of Los Angeles, Mayor Eric Garcetti
11. Downtown Center Business Improvement District
12. Downtown Los Angeles Neighborhood Council
13. El Pueblo de Los Angeles Historical Monument
14. First 5 LA
15. Friends of Los Angeles River
16. Historic Cultural Neighborhood Council - Land Use Committee and Board
17. Lincoln Heights Chamber of Commerce
18. Lincoln Heights Neighborhood Council
19. Little Tokyo Business Association/Little Tokyo Business Improvement District
20. Little Tokyo Community Council – All Committees
21. Los Angeles Area Chamber of Commerce - Land Use/Construction and Housing/Transportation and Goods Movement Council
22. Los Angeles Conservancy
23. Los Angeles Historic Core Business Improvement District
24. Los Angeles Latino Chamber of Commerce
25. Los Angeles Regional Collaborative for Climate Action and Sustainability
26. Los Angeles River Artists and Business Association
27. River LA
28. Valley Industry & Commerce Association (VICA) Transportation Committee Meeting
29. William Mead Homes Resident Advisory Committee

**Mailer Notifications (sent to all 23,460 addresses within 1-mile of the Link Union Station project footprint, including all potentially impacted property owners):**

- Public Scoping announcement inviting public to meeting delivered 5/16/2016
- DEIR Public Hearing announcement inviting public to meeting delivered 1/17/2019
- Revised NOI Scoping announcement inviting public to meeting delivered on 9/17/2020

**Impacted Property Letters:**

- Scoping Impacted Property Letter sent 5/16/2016 (sent to Greg Heet)
- Draft EIR Impacted Property Letter sent 1/22/2019 (sent to Greg Heet)
- Revised NOI Virtual Public Scoping Certified Mailers sent 9/29/2020 (Properties around LAUS)

- Revised NOI Virtual Public Scoping Certified Mailers sent 10/25/2020 (Vernon properties)
- Business Stakeholder Meeting invitation for the 2/10/2021 meeting

## **Email Updates sent out to mailing list with over 23,145 people:**

- 30+ email blasts notifying the public to project updates and event presentations
- 3 e-blasts regarding Public Scoping Meeting: 5/12/2016, 5/23/2016, 5/30/2016
- 7 e-blasts regarding Open Houses: 7/9/2018, 8/14/2018, 9/17/2018, 9/24/2018, 5/28/2019, 5/31/2019, 6/6/2019
  - 1 personalized e-mail sent to Greg Heet, invite to Open House: 6/6/2019
- 6 e-blasts regarding DEIR Public Hearing: 12/5/2018, 1/17/2019, 1/24/2019, 2/15/2019, 2/25/19, 3/4/19
- 1 e-blast regarding Revised NOI Virtual Public Scoping Meeting: 9/22/2020
- 4 e-blasts regarding Revised NOI Virtual Public Scoping Meeting: 10/6/2020, 10/8/2020, 10/12/2020, 10/16/2020
- 4 emails/phone calls regarding Vernon Business Stakeholder Meeting

## **Social Media:**

- 70+ Facebook posts informing the public of project updates and event presentations
- 5 FB posts regarding Community Meeting: 11/1/2016, 11/11/2016, 11/15/2016, 11/30/2016, 12/2/2016
- 7 FB posts regarding Open Houses: 9/18/2018, 9/25/2018, 10/11/2018, 5/28/2019, 6/4/2019, 6/6/2019, 6/7/2019
- 11 FB posts regarding DEIR Public Hearing: 7/9/2018, 1/15/2019, 1/17/2019, 1/22/2019, 1/24/2019, 1/28/2019, 2/22/2019, 2/25/2019, 2/28/2019, 3/1/2019, 3/4/2019
- 6 FB posts regarding Revised NOI Virtual Public Scoping Meeting: 9/18/2020, 9/30/2020, 10/6/2020, 10/8/2020, 10/12/2020, 10/16/2020

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## Appendix D: Virtual Meeting Outreach Plan

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## 1.0 Overview of Virtual Meetings

Virtual meetings connect participants using video-teleconference, telephone conference numbers, or virtual room software. These platforms enable a forum where stakeholders can access key Project information, updates, and environmental data. Virtual meetings use video, audio, voicemail, and text messaging technology for communication.

Given the unprecedented social distancing restrictions related to the COVID-19 virus, the need to safely host and have accessible public meetings has grown, virtual meetings were established. Online public and telephone conference meetings require the same attention to detail as in-person meetings, and it is important to understand and manage the expectations for participating stakeholders.

Virtual public engagement is a great way to disseminate information and gather feedback for the Project. There are several different ways to gather public input virtually before, during, and after a virtual meeting. This can include live or recorded presentations (such as webinars, virtual rooms, conference call numbers or livestreams), online surveys, comment forms, interactive maps, voicemail, and webpages with Project information and key documents. Deciding which tools to use for a project depends on the target audience.

### 1.1 Virtual Meetings and Outreach to Title VI Environmental Justice/Limited English Proficiency Populations

In compliance with U.S. Presidential Executive Order 12898 Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, the Los Angeles County Metropolitan Transportation Authority (Metro) and the California High-Speed Rail Authority (CHSRA) have implemented and continue to implement environmental justice (EJ) outreach plans to address potential environmental and social impacts from the Project activities on EJ and limited English proficiency (LEP) populations.

Metro and CHSRA will adhere to the following outreach best practices:

- **Proactivity:** outreach to low-income and minority populations should happen “early and often” to identify and address environmental justice concerns as far in advance of potential effects as possible
- **Inclusivity:** offer early and continuous opportunities for input on Project advancements to as broad a spectrum of impacted or interested stakeholders as is feasible.
- **Sensitivity:** be informed and aware of low-income and minority population sensitivities and historical experiences and relationships; consider these sensitivities in information sharing approaches and techniques

***Public Outreach Plan Appendix D, Virtual Meetings Outreach Plan***

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- Consistency: ensure all presentations, written/visual messaging, and informal conversations are presenting the same information
- Accessibility: ensure meeting times and locations are accessible to target audiences, prioritizing locations where low-income and minority populations frequent and feel most comfortable and times when they are available, and tailor outreach materials and distribution methods to maximize target audience reach by offering translation services that meet or exceed LEP standards
- Follow-Through: follow up with stakeholder comments and concerns to the best extent feasible

Disadvantaged communities and stakeholders may not have access to virtual outreach materials, virtual meeting rooms, or the Project website. It is important to consider the needs of these residents in the Project area and invested stakeholders. The Project team will take the following approach for outreach to ensure that the project information is accessible to EJ and LEP populations:

- All notices for meetings will be made by phone, text, mail and will be translated to meet the needs of the stakeholders and community.
- Translated Project information will be provided for the LEP community to meet their language needs. All materials would be made available in English, Spanish, Chinese (simplified), Japanese, Khmer (Cambodian), Korean, and Vietnamese, consistent with translation services used during the CEQA process, and in compliance with Metro's *Public Participation Plan*.
- Every virtual meeting will include a call-in audio option and that information will be provided on collateral materials used to promote the events (e.g., flyers, mailers, ads).
- Virtual meetings and Project information can be mailed to stakeholder households. These materials will include the Project information telephone line and mail-in feedback information. The Project information telephone line can be utilized to request meeting materials, if needed.
- Mobile-friendly materials will be posted on Project websites so that stakeholders without computer access can easily view them from their smartphone or tablet.
- If a request is made for accessibility and any translation services, the virtual platform used will allow for live closed captioning and any available sign language and requested language interpreters, if needed. There will also be a convenient dial-in option in English, Spanish and any other languages requested by stakeholders.

## 1.2 Virtual Meetings Toolkit Components and Strategy

The following tools are available during a virtual meeting:

- Video content and applications streaming the conference
- Slideshows and presentations with animation and audio
- Video conference recording
- Telephone conference numbers
- Voicemail
- Instant messaging (as deemed appropriate)

A virtual meetings toolkit has been developed to successfully engage the audience, capture, and record feedback, and close the loop with stakeholders.

The toolkit emphasizes three essential components: connection, collaboration, and feedback. Maintaining these essentials, lets participants feel engaged while keeping the meeting productive and producing feedback. The essential components are detailed in the following sections.

## 2.0 Virtual Meetings Platforms

Before the virtual meeting is to occur, collaborative software ensures everyone can view the same information, at the same time. Virtual platforms can also provide tools to manage the conversation and record comments on whiteboards to help participants follow the conversation.

All participants, including attendees and panelists should be encouraged to test the technology and make sure they are comfortable with the major features. The Project team will be trained to address any questions or concerns regarding the technology.

GoToWebinar and Zoom are virtual meeting platforms that provide a complete set of features that fit the Project needs. These platforms also rank high when it comes to quality, productivity and audience engagement capabilities. These capabilities will allow and create a superior attendee experience.

### 2.1 GoToWebinar

GoToWebinar offers multiple types of events to suit the organizer’s needs, each of which offers different joined experiences for attendees. Each time an event is scheduled, organizers will be able to choose which type to use:

- Virtual live events are fully interactive events that are hosted live by the organizer
- Standard events (formerly called "Classic" webinars) can be set for a specific time and date, or they can be launched “on the fly” using the Webinar Now feature
  - Attendees can join these events from any device (desktop software, web browser, or a mobile app)
- Webcast events must be scheduled ahead of time for a specific time and date
  - Attendees join using Instant Join, a browser-based experience that does not require any software download
- Recorded events (formerly called “Simulated Live” webinars) are semi-interactive, pre-recorded events that start automatically and run on their own, so organizers do not need to be present to host the event

#### 2.1.1 GoToWebinar Features and Tools

- **Mute and Unmute** - Organizers have the option of muting and unmuting audio during the session if connected using built-in audio services. If an organizer has muted an attendee, they will not be able to unmute themselves until the organizer unmutes the attendee first. All attendees are muted by default.
- **Share Your Screen (Windows)** - Organizers can share a screen during a session, which allows them to present a document or presentation with the attendees. A clean Windows

desktop screen can be shared to hide icons and the task bar, as well as blank out the background, so that the focus remains on the content the organizer is presenting to the attendees.

- **See the Audience View** - The Audience View pane displays a thumbnail view of what attendees see when the screen is shared. This helps confirm that attendees are seeing what the organizer wants them to see.
- **Chat Messages (Desktop App)** - Staff members (e.g., presenters, panelists, and organizers) can exchange instant chat messages with each other during a webinar. Organizers can also send public chat messages to all attendees, which will appear in each attendee's Questions pane. If desired, staff members can save a Chat log after the session ends to review messages.
- **Record a Session** - Any session can be recorded and stored for attendees to view later. When a session is recorded, the presenter's screen, the audio conference, and any shared applications are included.
- **Dashboard** - The Dashboard allows organizers to monitor the session at-a-glance. Organizers can quickly view the timer (duration of the session), attendance, audience attentiveness, questions and raised hands.
- **Question and Answer (Q & A)** - Attendees can ask Questions to organizers during a session. Organizers can sort the Questions and flag them with priority, as well as assign Questions to another organizer or panelist. Only organizers can view all Questions and Answers, set priority, and assign Questions to other organizers or panelists. Panelists can only see Questions assigned to them.
- **Share Handouts** - Organizers can increase the attendee engagement for the webinar event by sharing handouts during the webinars. Handouts are images, copies of presentations, content marketing assets, or Microsoft Office files that are made available in the Control Panel during the session, which attendees can then download onto their own devices.
- **View and Manage Attendees** - The Attendees pane displays a list of all the participants in a session. An option is available that allows the organizer to toggle between the Attendees tab and the Staff tab (which displays the names of organizers, presenters, and panelists) to see who is in attendance. An organizer has access to manage the attendees by:
  - Muting and unmuting
  - Giving attendees keyboard and mouse control
  - Stop/start attendee webcam sharing
  - Show/hide attendees' pane for an attendee
  - Dismiss and attendee

- **Polls and Surveys** - Attendees can be engaged by creating custom polls and surveys. Polls are launched, answered, and reviewed during a session while surveys are sent after the webinar ends. Up to 20 polls can be created before the session or during a session. After a poll is closed, an option to show the poll results immediately to everyone or later during the session, will be available.

Surveys have the option to add up to 25 questions, which can be edited from the Survey page. Access this page by clicking the Follow-Up Survey field in the Engage Your Attendees section.

- **Panelists** - Panelists are members of webinar staff who can speak, present, share webcams and answer assigned questions during a session. Panelists can be added before a session starts or attendees can be promoted to panelists during the session. Unlike co-organizers, panelists cannot start or facilitate a session on their own.
- **Source Tracking** - Source tracking allows organizers to see where the registrants are coming when signing in on the Registration page. Using this feature unique Registration URLs can be created for each of the various mediums used to invite attendees (e.g., newsletters, Facebook, LinkedIn). Organizers will then be able to see how many registrants used each URL to get to the Registration page, which can help indicate how effective your marketing is, and which platforms are the best for your webinar promotions.

## 2.2 Zoom

The Zoom Video Webinar platform allows organizers to broadcast a meeting to up to 10,000 view-only attendees. The potential audience size of the webinar depends the webinar license. Webinar licenses start at a capacity of 100 participants and scale up to 10,000 participants.

Webinars can require preregistration, with the option for the organizer to add custom registration questions, or registration can be turned off for attendees to join by simply clicking a link at the time of the webinar. Webinars can be held once, can reoccur in a series, or can be the same session held multiple times.

### 2.2.1 Zoom Features and Tools

- **Mute and Unmute** - Organizers can mute all participants that are already in the meeting as well as new participants joining the meeting. Organizers will also be prompted to allow participants to unmute themselves. Clicking Continue will mute all current and new participants.
- **Share Your Screen** - Zoom allows for screen sharing on desktop, tablet and mobile devices running Zoom. Organizers or panelists can share screens, videos, and audio in a webinar.
- **Chat Messages** - The chat feature allows webinar attendees, the organizer, co-organizer, and panelists to communicate for the duration of the webinar. Whether attendees can chat

with everyone or only the organizer will depend on the settings that the organizer has selected.

- **Record a Session** - Cloud recording is automatically enabled for all paid subscribers. When organizers record a meeting and choose Record to the Cloud, the video, audio, and chat text are recorded in the Zoom cloud. The recording files can be downloaded to a computer or streamed from a browser.

Local recording is available to free and paid subscribers. Local recording allows organizers to record meeting video and audio locally to a computer. The recorded files can be uploaded to a file storage service like Dropbox, Google Drive, or a streaming service like YouTube or Vimeo.

- **Call Quality Dashboard** - The call quality dashboard uses mean opinion score (MOS) as the main measurement to report on voice quality. MOS measures voice quality on a scale of 1 to 5. A score of 1 indicates unacceptable voice quality for all users. A score of 5 is the best voice quality, equivalent to speaking directly into a person's ear.

The call quality dashboard uses a MOS of 3.5 as a general baseline to categorize calls. A MOS greater than or equal to 3.5 means good quality, while below 3.5 means poor quality.

- **Question and Answer (Q & A)** - The Question & Answer (Q & A) feature for webinars allows attendees to ask questions during the webinar and for the panelists, co-organizers, and organizers to answer questions. With the public Q&A feature, attendees can answer each other's questions and if enabled, they may also upvote each other's questions. An upvote is a method by which users can signal their approval or support for a post.
- **View and Manage Attendees** - Organizers can manage both panelists and attendees during a webinar. By clicking on Participants in your organizer controls, organizers can manage the panelists and attendees. This includes promoting to co-organizer or panelist, demoting panelists to attendee, unmuting, stopping video, and more.
- **Polls and Surveys** - The polling feature for Zoom webinars allows organizers to create single choice or multiple-choice polling questions. Organizers will be able to launch the poll during a webinar and gather the responses from attendees. Organizers also can download a report of polling after the webinar. Polls can also be conducted anonymously, if it is decided to not collect attendee information with the poll results.

Organizers can launch polls but are not able to vote in them. When launching the poll, organizers can choose whether panelists are able to participate. Up to 25 polls can be added per scheduled webinar.

## **3.0 Virtual Meeting Etiquette**

Virtual meetings require a distinctive etiquette to have successful results. It is important to connect with participants before the meeting begins by managing expectations and informing the attendees what to expect. This establishes the meeting etiquette and ground rules. Ground rules are an important part of virtual meetings as they guide the behavior of everyone attending.

### **3.1 Instructions and Reminders**

#### **3.1.1 Panelists**

It is important to ensure that all panelists and their roles are introduced and announced at the meeting. Panelist’s visibility, facial expressions and body language during a virtual meeting is important for an effective engagement. Therefore, panelists should have a webcam made available for the virtual meeting.

#### **3.1.2 Facilitators and Moderators**

Facilitators and moderators are responsible for the energy level and overall “feel” in the room, whether it is virtual or in-person. A virtual meeting's success often depends on the guidance of a facilitator and moderator, so it is important to learn the skills and tools that you will need to succeed in these roles.

For longer meetings, organizing information into 10 to 15-minute segments accommodates shorter attention spans and helps keep everyone engaged and focused. Making it clear when reaching the end of each section, so attendees are aware to be ready to go onto the next part.

Virtual meeting etiquette for smaller audiences and intimate stakeholder meetings and briefings (under 25 attendees). The video camera does not always show every speaker throughout the meeting. Some software shows an icon or picture of who is involved in the meeting, but it is good practice to introduce everyone attending.

Instructing questions to be held until the end of the presentation and for participants to mute themselves during the presentation helps alleviate and reduce background noise. Additionally, facilitator and moderator must remind participants of the meeting goal at the beginning of the meeting. If available, use an online collaboration whiteboard, to easily put a “sticker” or meeting note with the meeting goal and what needs to be achieved at the end, so that all the participants are always clear of it during the meeting.

If a Q & A will be conducted after the presentation. The facilitator or moderator will ask that speakers state their names before asking their question. This is helpful as it is a way for everyone to follow who said what.

Participants will have the opportunity to raise their hand, a feature provided by all virtual platforms. This will be an indicator for the facilitator on what participants have a question to be addressed. Participants can speak once the facilitator indicates to do so and unmutes their microphone. This will allow participants to speak one at a time and avoid trying to follow multiple voices at once. When accepting questions from participants, either in real-time, or prior to the meeting, the question must be repeated before answering it for context of what is being answered.

Tell people how they can provide feedback (e.g., online form, email, phone call) and next steps. It is also useful to direct meeting participants to the Project website for additional information or gain details about how they can submit additional questions or comments.

## 4.0 Virtual Meeting Collaterals

### 4.1 Meeting Agenda

A meeting agenda or overview will be distributed to participants to understand who is hosting the meeting and if time is set aside for a formal presentation and/or overview of the topic. This meeting agenda will also be displayed at the beginning of the presentation to provide participants a reminder of what to expect during the virtual meeting.

### 4.2 Presentation and Project Materials

When hosting a virtual meeting it is important to keep stakeholders engaged. Virtual stakeholder engagement can be done by sharing images, videos, slideshow presentations, Project materials and launching polls during the meetings. These materials should mirror what is available during an in-person meeting. If there is an existing slideshow, videos and slides can be alternated. Slideshow presentations should be simple and visual, lasting one hour (or less) in length. These guidelines will help ensure participants do not leave the meeting early.

A pre-recorded presentation can be sent out as well with helpful information prior to the meeting, so stakeholders can familiarize themselves beforehand. Presentations posted online, post-virtual meeting, may need to be formatted differently than those given during the live meeting. If the live recording of the meeting will not be posted, the slides posted online need to ensure they have adequate information to explain what people are looking at and being asked to provide feedback on.

For Project materials such as Frequently Asked Questions (FAQs) and Fact Sheets, many virtual platforms include the handout feature which allows the organizer to share meeting materials in the Control Panel during the session, providing the participants easy access to all Project materials.

For participants who may be visually impaired or participants who will be only using the call-in audio option, the presenter should adopt a strategy of describing the screen information. For call-in audio users, Project collaterals can be mailed to stakeholders' households.

For participants who may be visually impaired, virtual platforms such as Zoom, support common screen readers such as NVDA, JAQS, Voiceover, and Android Talkback. Additionally, visual interfaces are designed with adequate color contrast, size, and usage of color to ensure clarity for users with various vision needs.

### 4.3 Project Boards and Maps

A Virtual Meeting Room (VMR) will be provided to display Project boards, maps, and collateral materials. This room will include Project boards that replicate models used during in-person

meetings. A “walk-through” feature will be implemented to provide hot spot links to all environmental materials and collaterals.

This link will be provided prior to the meeting and included in the meeting agenda for stakeholder’s easy access. Before starting the virtual meeting, presenters will encourage all attendees to review the link when needed throughout the presentation.

## 5.0 Virtual Meeting Room

The goal of a Virtual Meeting Room (VMR) is to recreate a similar atmosphere of an in-person meeting setting but instead of having a physical location, it has a virtual address in the form of a URI (Uniform Resource Identifier), formatted just like an email address.

A VMR can be accessed from nearly any type of device, a videoconferencing system, using a web browser, through a smartphone or a tablet, a regular phone, and in many other ways. Additionally, a VMR can host any number of participants.

Virtual meeting rooms have many benefits, such as high levels of cloud security and interoperability and generally maintaining high levels of quality video and audio.

The implementation of a VMR will provide an immersive environment to share important Project information such as, Project boards and maps. Additionally, this room will include avatars, a virtual representation of each person that will allow each participant to tour the room and view a display of all Project information.

### 5.1 Collection of Feedback/Comments

Virtual meetings have the capacity to broaden participation and enhance equitable engagement. This allows for the Project to receive specific feedback from the communities, businesses, or key Project stakeholders through providing tailored questions on the feedback forms that can be provided during and after the meeting. Comments can be collected, and the Project team is able to request contact information to reach out, follow up and close the loop on comments received.

#### 5.1.1 Live Polling and Surveying

For live polling and surveying, a facilitator is assigned. It is usually harder to manage a virtual discussion than an in-person one. It is helpful to assign one individual to guide the conversation, allowing the other participants to focus on the content. The facilitator uses the polling or surveying system to “take the pulse” of the group on certain questions and ensure that all voices are heard. The facilitator should be able to resolve basic questions on the technology being used. Live polling and surveying incorporated in a virtual meeting provides feedback and gauge the engagement during the meeting. Results can also be shared in real-time with participants, and they can make use of the virtual whiteboard collaboration efforts and it can record the comments or ideas provided in real-time.

#### 5.1.2 Q & A Session

Meetings can consist of a presentation followed by a 30-minute Q & A session. Asking directly for input helps engagement and produces thought provoking feedback. Answering as many questions as possible during the live meeting will demonstrate to the public that the Project team is listening in real time. A moderator will be assigned to monitor questions and to ensure questions

are answered during the Q & A session. When accepting questions, attendees are given specific instructions for how they can submit those questions: via comments on the presentation page, phone, Short Message Service (SMS), email, or presented live during the Q & A session of the presentation.

Multiple presenters can take part remotely, while receiving questions and comments via a comment box. This approach also allows the Project team to moderate comments while simultaneously adhering to records laws Freedom of Information Act (FOIA) by keeping a record of comments and questions in relation to your live meeting.

Questions can also be submitted prior to the meeting time or during your virtual meeting. Virtual platforms allow attendees to "raise their hands" virtually to ask questions. In addition, allowing questions prior to your meeting gives additional time to address the questions more efficiently during the meeting. When soliciting questions during the meeting, the designated moderator will be committed to fielding or monitoring questions throughout the session.

## 6.0 Publicizing Virtual Meetings

Using familiar channels to inform stakeholders about the opportunity for public comment, such as social media, newspaper ads and advertorials, e-blasts, press releases and interviews, Project website and noticing, increase the opportunity to receive comments. In the weeks leading up to a virtual public meeting (typically up to a month prior), community notices are distributed via social media, newsletter eblasts, mailings, and website updates. Once a date is set, an event page or virtual room is created then made available to the public with all the necessary information to participate (including date, time, and information on how to request accessibility/translation services). Additionally, all virtually meetings will be advertised and hosted per the requirements and best practices in compliance with the EJ and LEP needs.

### 6.1 Social Media

Facebook ads can be used to target stakeholders living in a community near or adjacent to the Project area, and additionally, engage a broader audience by increasing the number of stakeholders reached. Ads be published via the Metro website (<https://www.facebook.com/regionalrail>) which will create the opportunity to increase engagement with stakeholders whose main source of information is obtained online. Facebook ads will be used to share key, upcoming virtual meetings hosted by Metro.

Additionally, the Project team personal LinkedIn accounts will be used to share meeting information, documents, and milestones about the Link US Project. These accounts have the potential to reach thousands of area stakeholders. All posts will contain hashtags and mention CHSRA.

Social media content would provide basic meeting information, including meeting dates and times, Project website address, and the Project information telephone line. The telephone line will include a voicemail options to better support people who do not have access to, or do not feel comfortable with, the use of online platforms. Questions or comments regarding meeting information will be addressed within a 24-hour period. Facebook ads and LinkedIn content would be posted two weeks prior to the virtual meeting.

### 6.2 Newspaper Ads and Advertorials

All virtual meetings will be advertised though newspaper display ads or advertorials. Newspaper display ads and advertorials will be key to target stakeholders who may not have access to virtual outreach or the Project website. These ads will help ensure the message is being addressed to all interested parties. Advertisements may be purchased in key media outlets in the Project area. These key media outlets will include Los Angeles Times, Los Angeles Daily News, LA Downtown News, La Opinion, Chinese LA Daily News and The Rafu Shimpo.

Advertisements will provide the basic information, including meeting dates and times, Project website address, and the Project information line to better support people who do not have access to, or do not feel comfortable with, the use of online platforms. Additionally, advertisements will also include contact information, such as a number that stakeholders could call to request that Project information be mailed to them. All advertisements would be made available in English, Spanish, Chinese (simplified), Japanese, Khmer (Cambodian), Korean, and Vietnamese, consistent with translation services used during the CEQA process, and in compliance with Metro's Public Participation Plan. Materials will be posted for a consecutive number of days prior to the virtual meetings.

An advertorial, in print media, is an advertisement disguised as editorial. This coverage would be purchased by the Project team and formatted to look like the surrounding text in form and content. Since the advertorial looks like the rest of the publication, we will draw on the connection that the publication already has with its readers. This will allow Metro and CHSRA to reach stakeholders directly while marketing upcoming meetings or pertinent information.

Newspaper ads and advertorials would be posted two weeks prior to the virtual meeting.

### **6.2.1 E-blasts**

Email invitations to virtual meetings will be sent to stakeholders by using the Project stakeholder database. In addition, email invitations will allow stakeholders to forward this information to a broader audience, increasing the effectiveness and promotion of the virtual meeting.

The invitations will contain basic meeting information, including meeting dates and times, Project website address, and the Project information line to better support people who do not have access to, or do not feel comfortable with, the use of online platforms. Email invitations will be sent two weeks prior to the virtual meeting.

### **6.2.2 Press Releases and Interviews**

A press release will be drafted following the achievement of major milestones, or prior to a virtual public meeting. Press releases will be sent to key publications, bloggers, and electronic media outlets (radio, television, internet) to pique journalist or publication interest in the Link US Project. Every press release will contain the essential information (who? what? where? when? how? and most importantly why?) for the journalist to easily produce his/her own story. Every release will be written like a news story, in third person, and include quotes and sources.

If the press releases lead to interview opportunities, the Project team will provide a short media training session, handle scheduling, and accompany CHSRA staff to the interview.

The Project team is also available to conduct a Facebook Live Interview Q & A session. Prior to the live broadcast, the Project team will work with CHSRA to draft a series of questions and answers. During this live broadcast, a member of the Project team will ask the questions to CHSRA. This event will be promoted via social media, and on the Project webpage.

### 6.2.3 Project Website

Currently, the Link US Project is housed under the Regional Rail/Projects & Programs website: [metro.net/linkus](http://metro.net/linkus). The Project website will be managed by Metro Staff as a primary source of information for the Project. The Project website will be used to promote all virtual meetings by posting basic meeting information, including meeting dates and times, Project website address, and the Project information line to better support people who do not have access to, or do not feel comfortable, with the use of online platforms.

The Project website will also be used to post the most recent Fact Sheets, FAQs, and other outreach materials needed for the virtual meetings. All notices and environmental documentation will be accessible (view and download) from the Project website. Virtual meeting information will be posted two weeks prior to the virtual meeting.

### 6.2.4 Noticing

The Project team will provide door-to-door noticing to key community households around Los Angeles Union Station (LAUS) prior to the virtual meeting, including, at a minimum, William Mead Homes (WMH), Chinatown, Little Tokyo, Arts District, and the City of Vernon. Community notices will be delivered to businesses and public locations in Chinatown, Little Tokyo, Arts District, Boyle Heights, Lincoln Heights, and the City of Vernon.

Notices will provide the basic information, including meeting dates and times, Project website address, and the Project information telephone line to better support people who do not have access to, or do not feel comfortable with, the use of online platforms. Additionally, notice materials will also include contact information, and a telephone number that stakeholders could call to request that Project information be mailed to them, in compliance to Title VI Environmental Justice Outreach. Notices will be delivered at least seven days prior to the virtual meeting.

### 6.2.5 Public Access Channels

Public access channels create content television programming which is narrowcast and is a resource that can be used to engage a broader audience and reach a higher number of stakeholders. Advertisements through public access channels will provide basic meeting information, including meeting dates and times, Project website address, and the Project information line to better support people who do not have access to or don't feel comfortable with the use of online platforms. Advertisement will be aired consistently, two weeks prior to the virtual meeting

In addition, public access channels can be used to broadcast the virtual public meetings. A known public access channel to be considered is LA Channel 36. LA Channel 36 supports community building and promotes learning through the development and distribution of innovative, high quality programming for the Los Angeles Community by connecting education and cultural resources that meet local needs, and by making these resources broadly accessible within the

city. The recorded virtual meetings will be available in real-time and will be uploaded on the channel page for future reference. This will provide an alternative for stakeholders that will allow them to view the virtual meeting through a different platform that does not require internet access.

## 7.0 Virtual Meetings

Virtual Meetings will enable the Project team to engage with a broad range of stakeholders interested in, and potentially affected by, the Link US Project, including the EJ and LEP population. All virtual meetings will be conducted through a virtual platform and will be designed to offer an engaging and interactive experience for all participants. The virtual meetings will be made available for the following:

- Revised NOI Public Scoping meeting
- Draft EIS/Supplemental EIR Public Hearing
- Community Update Meetings

## **8.0 Virtual Meeting Follow-up and Additional Feedback**

Contact information collected during the virtual meeting will allow for continued outreach, collaboration, and sharing. Email blast/outreach will be sent to remind participants of the main points of the meeting and the direction post meeting. Also, people will be provided with a recording of the meeting that they can watch later to submit comments after the virtual meeting. Follow-up will allow another opportunity to gain feedback and increase the effectiveness of meetings by reminding the invested stakeholders of the possibility of submitting any new questions or concerns they might have had during the meeting but did not develop them until after the live meeting.

The e-blasts reinforce the importance of the virtual meeting information and collecting the feedback of the invested stakeholders. Stakeholders can expect an email each time after each meeting. A successful virtual meeting is providing multiple ways to engage the public so they can participate in the way they are most comfortable which produce the most feedback.

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## Appendix E: Section 106 Consulting Parties

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Current Link Union Station Consulting Parties and Section 106 Involvement Milestone

Agency/Association	Identification	Evaluation	Resolution of Adverse Effects
Office of Historic Preservation	X	X	X
City of Los Angeles Office of Historic Resources	X	X	X
Housing Authority of the City of Los Angeles	X	X	X
City of Vernon	X	X	
California Department of Transportation, District 7	X	X	X
Los Angeles Conservancy	X	X	X
Los Angeles Union Station Historical Society	X	X	X
Train Riders Association of California	X	X	
Los Angeles River Artists and Business Association	X	X	
Gabrieleno Band of Mission Indians - Kizh Nation	X	X	X
Gabrieleno Tongva Nation	X	X	X

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