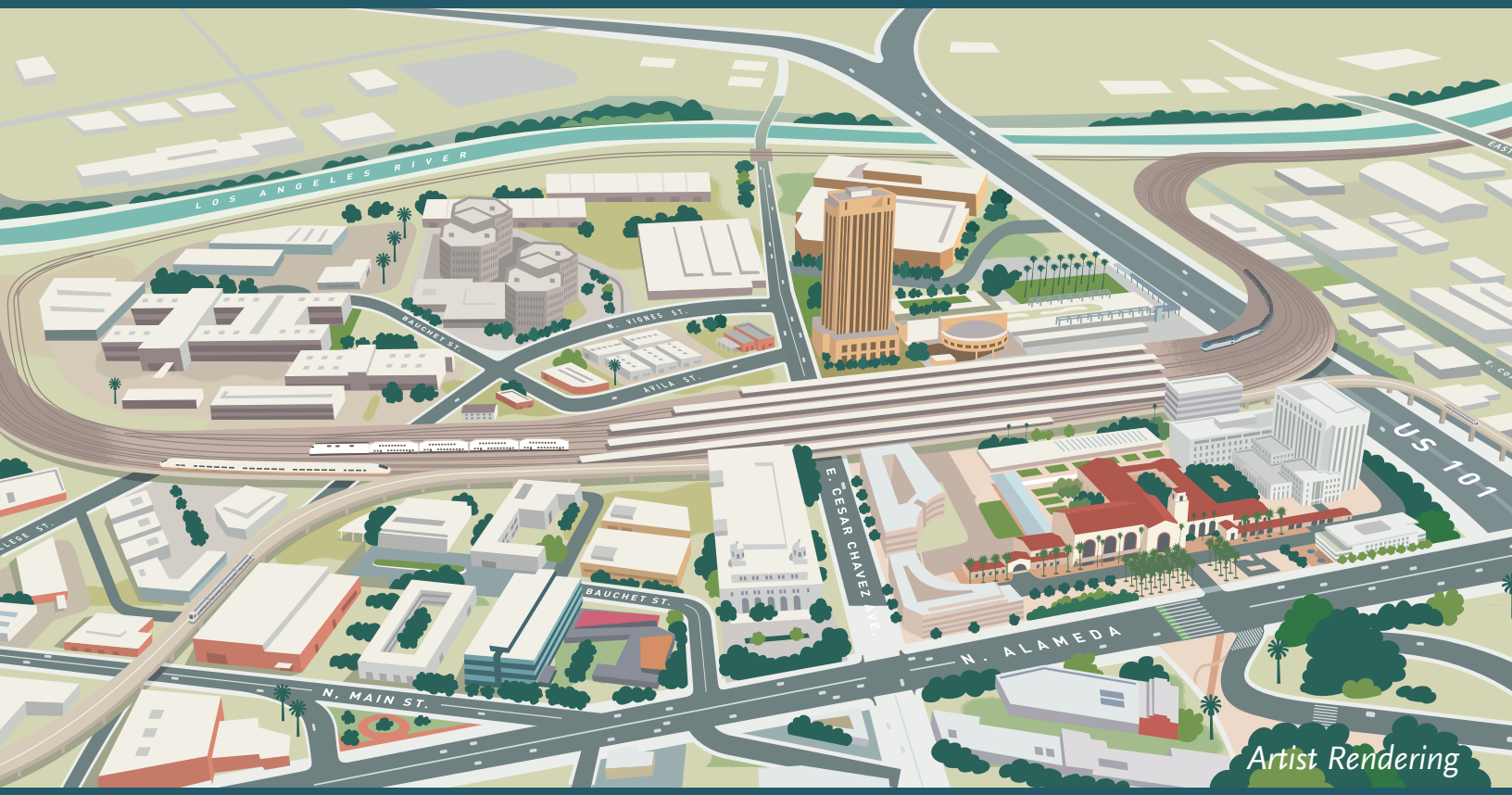
Link Union Station

Final NEPA Noticing and Scoping Summary Reports

January 2026



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, renewed July 22, 2024, and executed by the Federal Railroad Administration and the State of California.

Metro

CALIFORNIA High-Speed Rail Authority

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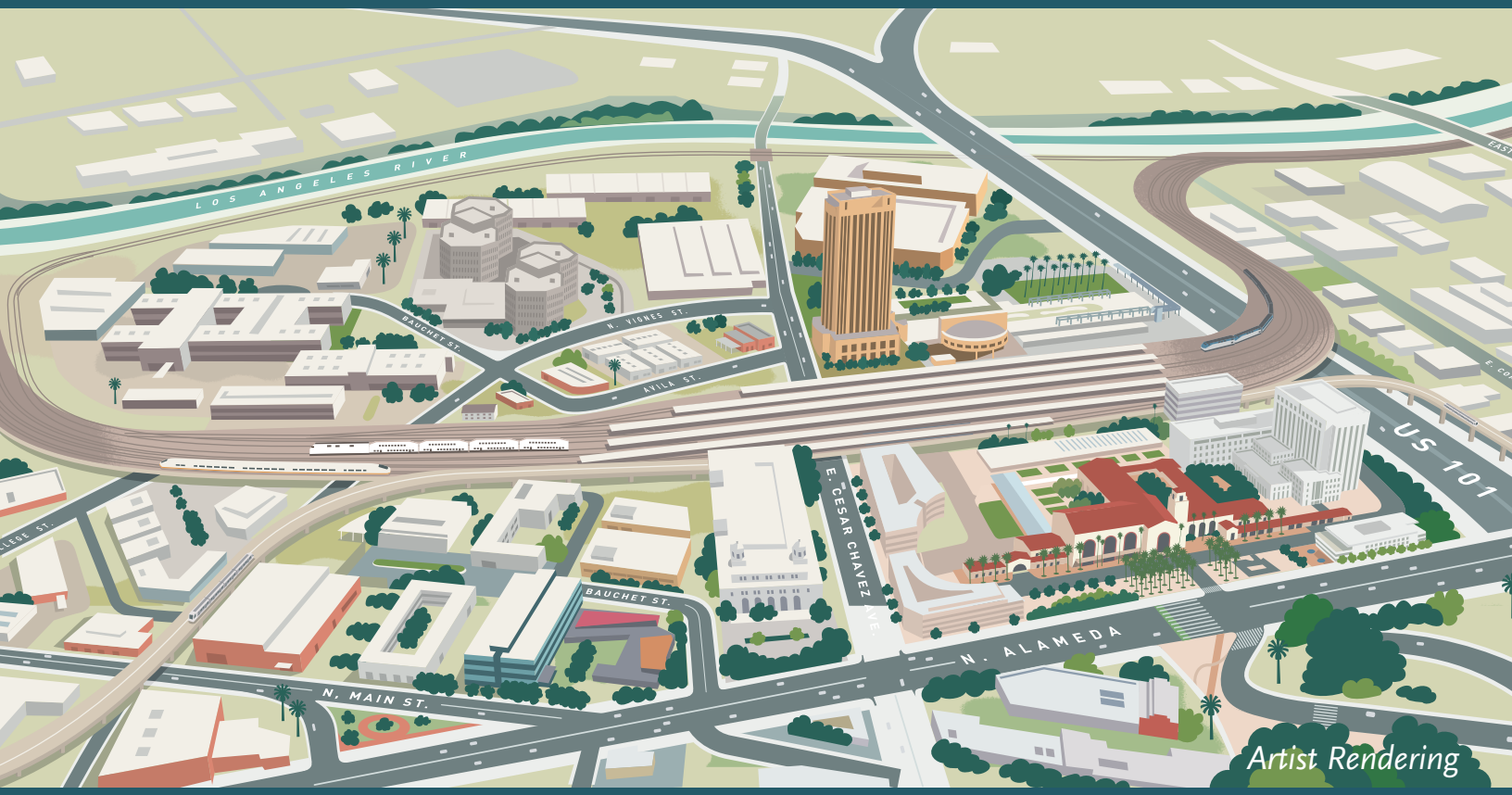
Link Union Station

Public Scoping Summary Report for Revised Notice of Intent

March 2021



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ACRONYMS

Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CHSRA	California High-Speed Rail Authority
EIS	environmental impact statement
EPA	Environmental Protection Agency
FR	Federal Register
FRA	Federal Railroad Administration
Link US	Link Union Station
LAUS	Los Angeles Union Station
Metro	Los Angeles County Metropolitan Transportation Authority
NEPA	National Environmental Policy Act
NOI	Notice of Intent
Project	Link Union Station Project
U.S.	United States
VMR	virtual meeting room

1.0 Introduction

This Public Scoping Summary Report for Revised Notice of Intent (NOI) summarizes the scoping process undertaken in conjunction with the release of the Revised NOI to address the proposed railroad improvements to Malabar Yard in the City of Vernon that are required for the Link Union Station (Link US) Project (Project). The scoping process was performed in accordance with the National Environmental Policy Act (NEPA); the Council on Environmental Quality Regulations for Implementing the Procedural Provisions of NEPA in 40 Code of Federal Regulations parts 1500-1508[1]; the Federal Railroad Administration's (FRA) Procedures for Considering Environmental Impacts in 64 *Federal Register* (FR) 28545, dated May 26, 1999, and 78 FR 2713, dated January 14, 2013; 23 United States (U.S.) Code Section 139.

Scoping for the Project engaged the public (i.e., citizens, property owners, and key stakeholders), as well as local, state, tribal, and federal agencies, prior to, during, and after release of the Original NOI in 2016 and the Revised NOI in 2020. The Revised NOI addresses the additional Project components that the California High-Speed Rail Authority (CHSRA) and the Los Angeles County Metropolitan Transportation Authority (Metro) will consider in the Draft Environmental Impact Statement (EIS) that were not addressed as part of the Original NOI in 2016 This summary report identifies the range of issues and topics that will be addressed in the Draft EIS based on comments received on the Revised NOI.

In addition, this scoping summary report summarizes the written and oral comments received during the virtual Public Scoping Meeting on October 8, 2020 and throughout the 30-day public comment period for the Revised NOI, which extended from September 17, 2020 to October 19, 2020. The Revised NOI on the FR reflects a September 17, 2020 publication date because it was posted one day earlier than anticipated. The promotional notices and advertisements to encourage public comments and participation in the virtual Public Scoping Meeting reflect a start date of the comment period on September 18, 2020 extending to October 19, 2020, a period of 30 days.

[1] The Code of Federal Regulations parts 1500-1508, was amended on April 20, 2022, and multiple sections were modified, added, and/or deleted from the CFR.

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2.0 Revised Notice of Intent Scoping Process

The NEPA scoping process is an initial step to provide federal, state, local, and tribal agencies and the public the opportunity to identify environmental issues and alternatives for consideration in an EIS. During the scoping process for the Revised NOI, CHSRA and Metro maintained open lines of communication with these entities to obtain feedback on the Malabar Yard railroad improvements under consideration, and the scope of the environmental analysis. The Revised NOI scoping process included the following major elements, as discussed further in this section:

- Revised NOI
- Virtual meeting room (VMR)
- Outreach and Notification of Virtual Public Scoping Meeting
- Virtual Public Scoping Meeting
- Public Scoping Summary Report for Revised NOI

2.1 Revised Notice of Intent

FRA, on behalf of CHSRA, which is the federal lead agency under NEPA Assignment, published a Revised NOI on September 17, 2020 to provide notice that CHSRA intends to revise the scope of the analysis of the EIS for the Link US Project. The Revised NOI addresses the additional Project components not addressed as part of the Original NOI in 2016 that CHSRA and the Metro will consider in the Draft EIS.

The Revised NOI was published to solicit additional public and agency input into the development of the scope of the EIS for the Link US Project with respect to the proposed Malabar Yard railroad improvements.

The Revised NOI, which included details for a virtual Public Scoping Meeting was posted on Metro's website, made available at Metro's office, and was distributed to key stakeholders, including agencies and elected officials, community associations, local institutions, and property owners in the City of Vernon, California. A copy of the Revised NOI that was published the FR is contained in Appendix A of this scoping summary report.

2.2 Virtual Meeting Room

Throughout the 30-day public comment period, a VMR was created and made available so members of the public could easily browse information related to the overall Project, the Revised NOI, and specifically the Malabar Yard railroad improvements, at their own leisure. In the VMR, five stations were established to provide project-related information in large-scale PDF format that could be clicked on and zoomed in for maximum readability.

Copies of the display boards presented in the VMR and during the virtual Public Scoping Meeting are provided in Appendix B of this public scoping summary report. The content of the five Project stations was made available in English, Spanish, Chinese (simplified), and Japanese, and is summarized below.

- Station 1
  - Welcome Board
  - Join us for the Link US Virtual Scoping Meeting
- Station 2
  - Link US Project – Phasing and Funding Plan
  - Link US Project – Anticipated Project Benefits
- Station 3
  - Link US Project – Malabar Yard Railroad Infrastructure Overview
  - Malabar Yard Railroad Infrastructure – 46th Connector
  - Malabar Yard Railroad Infrastructure – 49th Street Closure
  - Traffic Study Area in City of Vernon for Malabar Yard Railroad Improvements
- Station 4
  - Link US Project – Major Project Components
  - Link US Project – Concourse Concepts under Consideration
  - Link US Project – Build Alternative 1
- Station 5
  - Link US Project – Outreach Conducted 2016 through 2020
  - Link US Project – Project History
  - Link US Project – Key NEPA Environmental Review Milestones

Collateral materials including the fact sheet and frequently asked questions were also provided in the VMR as weblinks. To ensure the multilingual needs of the community were met, the fact sheet and frequently asked questions were available in Spanish, Chinese (simplified), Japanese, Korean, Khmer (Cambodian), and Vietnamese. A copy of collateral material provided at the meeting is included in Appendix C of this scoping summary report.

Weblinks to the VMR (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 LinkUnionStation.com with all scoping materials remained available past the close of the formal Scoping Period to provide easy access to all scoping-related documents, resources, including access to scoping meeting presentations in each of the various languages through PDFs as well as scoping meeting videos. The website also informed the public of different comment submission methods during the 30-day public comment period. Over the 30-day public comment period, 346 individuals visited the VMR registering 2,873 pageviews.

2.3 Outreach and Notification of Virtual Scoping Meeting

In addition to the publication of the Revised NOI in the FR, the Revised NOI was distributed to key stakeholders through a range of outreach methods and activities, as outlined below.

2.3.1 Newspaper Advertisements

CHSRA and Metro advertised the virtual Public Scoping Meeting and comment period in the following newspapers:

- Los Angeles Times on September 21, 2020. The newspaper circulates throughout Los Angeles.
- Los Angeles Downtown News on September 21, 2020. The newspaper circulates mostly in Downtown Los Angeles.
- Los Angeles Daily News on September 21, 2020. The newspaper circulates throughout Los Angeles.
- La Opinión on September 21, 2020. This release was published in Spanish. The newspaper circulates throughout Southern California.
- Rafu Shimpu on September 22, 2020. This newspaper publishes to a Japanese audience. The newspaper circulates throughout Los Angeles.
- Chinese Daily News on September 21, 2020. This release was published in Chinese (Simplified). The newspaper circulates throughout Los Angeles.

The virtual Public Scoping Meeting was also promoted via Metro Press Release as well as through Metro's *The Source* article on October 7, 2020.

Copies of these advertisements are included in Appendix D of this scoping summary report. The advertisements included an invitation to the virtual Public Scoping Meeting with information regarding the meeting time and place. The advertisements invited the public to attend the virtual Public Scoping Meeting, provided information regarding the meeting time and place, meeting format, the 30-day public scoping period, the publication of the Revised NOI, Project website address, and instructions for submitting public comments or requesting special accommodations.

2.3.2 Social Media

Facebook posts were developed and posted on Metro's Regional Rail Facebook page on September 18 and 30 and October 6, 8, 12, and 16, 2020. The posts consisted of information about the virtual Public Scoping Meeting, including date, time, and a link to the Project website (Appendix E of this scoping summary report). Additionally, a meeting reminder, a meeting recap, and a thank you post were distributed on Metro's Regional Rail Facebook page.

2.3.3 Tri-Fold Pamphlets and Certified Mailers

A virtual Scoping Meeting tri-fold pamphlet was distributed via certified mail on September 29, 2020 to the mailing addresses that are publicly available for properties traversed by the Project footprint. All properties in the jurisdictional limits of Vernon and properties in the far northern portion of Huntington Park were also mailed the tri-fold pamphlet on October 25, 2020. The tri-fold pamphlet contained general Project information, a link to the Project website and VMR, contact information, and virtual Public Scoping Meeting information. The tri-fold pamphlet also contained the information translated into Spanish, Chinese (simplified), and Japanese. A Korean version of the tri-fold pamphlet was also made available on the Project website and in the VMR.

2.3.4 Email Blasts

This information on the virtual Public Scoping Meeting was also provided to all recipients in the stakeholder database in multiple email blasts to approximately 2,533 emails of interested stakeholders existing in the database. Three email blasts were sent prior to the virtual Public Scoping Meeting on September 22, 2020 and October 6 and 8, 2020; each included translated meeting information for Spanish, Chinese (simplified) and Japanese. After the virtual Public Scoping Meeting, email blasts were also sent on October 12 and 16, 2020, to remind stakeholders of the 30-day public comment period.

2.3.5 Targeted Calls and Emails to Stakeholders

Metro performed additional outreach with stakeholders in the City of Vernon. In April 2020, Metro began conducting monthly virtual Zoom meetings with staff from the City of Vernon (Public Works and Administration Departments). In addition to the ongoing meetings with the City of Vernon staff to share Project updates and design development, Metro also solicited feedback from the Business & Industry Commission and the Chamber of Commerce. Additionally, individual calls and/or emails to stakeholders in the vicinity of Los Angeles Union Station (LAUS) were also made during the 30-day public comment period to inform them of the changes to the Link US Project, as well as the proposed Malabar Yard railroad improvements in the City of Vernon.

2.3.6 Meetings with NEPA Cooperating Agencies

Prior to the virtual Public Scoping Meeting, Metro facilitated coordination meetings with Metrolink and the California Department of Transportation (Caltrans), which are serving as NEPA Cooperating Agencies. Caltrans acknowledged there may be some level of future involvement in the NEPA Process under the Division of Rail due to the freight-related aspects of the Malabar Yard railroad improvements.

2.4 Virtual Public Scoping Meeting

On October 8, 2020, during the Revised NOI comment period, CHSRA and Metro held a virtual Public Scoping Meeting, from 6:00 p.m. to 8:00 p.m. which was through a "live" Zoom virtual presentation accessible via LinkUnionStation.com. During the virtual Public Scoping Meeting, simultaneous live meetings with interpreters were offered concurrent with the English presentation in Spanish, Chinese (simplified) and Japanese concurrent with the main meeting in English. Video recordings and PDFs of the translated PowerPoint presentations were made available to the public via the VMR. Americans with Disabilities Act accommodations and translations were made available by calling a designated information phone line or through California Relay Service at 711 at least 72 hours in advance. Appendix F of this scoping summary report provides the website landing page and agenda for the virtual public scoping meeting.

The agenda for the meeting included the following events:

- 6:00 p.m. to 6:30 p.m.: Live Presentation
- 6:30 p.m. to 8:00 p.m.: Link US Public Comments (Accepted digitally and orally)

The virtual Public Scoping Meeting provided the public and government agencies the opportunity to receive information on the Revised NOI scoping process and how to provide comments relative to the Malabar Yard railroad improvements. Approximately 107 persons attended the virtual Public Scoping Meeting. Out of the 107 attendees, there were 102 attendees on the English presentation, 1 attendee on the Spanish Presentation and 4 attendees on the Japanese presentations. Stakeholders who attended the meeting included elected officials, federal agencies, community organizations, business organizations and individual stakeholders. The attendee and registration information are provided in Appendix G of this scoping summary report, for reference.

At 6:00 p.m., Danielle Valentino, Metro's Community Relations Manager, started facilitating the presentation. Mrs. Valentino went over the meeting agenda and schedule before handing it over to Vincent Chio, Metro's Director of Program Management and Regional Rail, who provided the virtual Link US presentation. The presentation, provided in Appendix H of this scoping summary report, covered the following topics:

- Project Introduction and Background
- NEPA Process
- Link US Project Overview
- Malabar Yard Railroad Infrastructure
- Project Area Overview (City of Vernon)
- Revised NOI – BNSF Malabar Yard
- 49th Street Closure (City of Vernon)
- Traffic Study

- 49th Street Closure – Proposed Traffic Circulation Routes
- Link US Contact Information
- How to Submit Comments

At the conclusion of the meeting, attendees were encouraged to share comments and questions orally with the Project team and encouraged to submit comments via the comment form provided at the comment station in the VMR, or using the other methods made available, including the following:

- Project information/telephone line (213-922-2524)
- Electronic comment form submissions from the VMR
- U.S. mail
- Project email address (linkunionstation@metro.net)

2.5 Public Scoping Summary Report for Revised Notice of Intent

After closure of the 30-day public comment period, preparation of a scoping summary report began. This report includes a summary of all comments received during the scoping period on the Draft EIS Project, this includes comments from the public and agencies. Comments were provided in various forms including email, letter, and comment box during virtual scoping meeting. Additionally, this report provides the associated collaterals, boards, notifications, and website that were used to help conduct the scoping process.

3.0 Agency and Public Scoping Comments

CHSRA and Metro solicited written and oral comments on the Malabar Yard railroad improvements addressed in the Revised NOI in multiple formats throughout the 30-day public comment period. CHSRA and Metro also received written and oral comments during the virtual Public Scoping Meeting held on October 8, 2020. In total, 81 comment submissions were received, most of which were made during the virtual Public Scoping Meeting. Three comment submissions were from public agencies, two comment submissions were from community organizations, and 76 individual comment submissions were from individual stakeholders. Two of the 76 individual comments were received after the close of the 30-day public comment period.

A summary of the comments received is provided below:

Three Public Agency Comments:

- Department of Transportation, District 7, Email and Letter – Received email on 10/19/2020, with comment letter attached, requesting traffic analysis of 46th and 49th Street[2]
- U.S. Environmental Protection Agency (EPA) Letter – Received email on 10/19/2020, requesting additional analysis and explanation of Project components, environmental justice, transportation conformity, air quality, range of alternatives, encourages Metro to consult with South Coast Air Quality Management District

Two Community Organization Comments:

- Citizens Coalition for a Safe Community – Submitted an email on 10/19/2020 and a VMR Comment Form on 10/8/2020, comments recommended additional information be provided and added to the NOI and VMR[1]

Seventy-six Business and Individual Stakeholder Comments:

- Zoom chat box comments made during the virtual Public Scoping Meeting included:
  - Martha Valenzuela
  - Eugene Moy
  - Denia Lanza-Campos
  - Tom Savio
  - Mary McCormick
  - Glen Block
  - Miguel Paredes
  - Jared Rimer
  - Ryan Snow
  - Norb Gallery
  - Brain Freund
  - James Schladen
  - Jesus Reyes
  - Bob Ryan

[2] Logged for tracking purposes as two separate comments.

- Thomas Smith
- Ronald Kim
- Dionisio Martinez
- Kaz Kayoda
- Mercedes Sierra
- Melissa de la Pena
- Wilfredo Lima
- Chris Serroels
- Teresa Kneedler
- Roy Fisher
- Ernie Figueroa
- Susan McAdams
- Andreas Aeppli
- Richard Stranger
- Paul Wilson
- Charles Ziarko
- Brett Barnett
- Elias Clark
- Brian Freund
- Dave Schlesinger
- Thomas Dorsey
- Walter Lewis
- Patrick Gibson
- Maria Rountree
- Robert Quillin
- Calvin Gidlof
- Miguel Paredes
- Fred Boehnert
- Joanne Kumamoto
- Jun Lee
- Stefanie Szoludko
- Dan Galvin
- Lambert Giessigner
- Jeff Wulkan
- Emily Barsh
- Steve Atwood
- Andrée Blais
- Samuel Lev
- Steve Sawyer
- Linda (Unnamed Last Name)
- Roula Terzian
- David Philips
- Kathleen Barajas
- John Rhee

- Email
  - John Rhee - Received on 10/8/20 and 10/9/20, noting concerns with the at-grade crossing enhancements on Seville Avenue, and acknowledged future coordination is required regarding future ingress and egress of vehicles for the future development on the subject property.
  - Richard Stranger – Received on 10/8/20 & 10/13/20, expressing neutral comments
  - Kevin Doyle – Received on 9/18/20, requesting additional Project information
  - A Professional Corporation – Received on 9/22/20, opposing the Project as they are concerned about their property value
  - Allan Cooper of Ervin Cohen & Jessu – Received on 10/15/20, opposing the Project and requesting a one-on-one meeting
  - Dodge Data & Analytics Inc. – Received on 10/21/20, requesting additional Project information
  - L.K. Comstock National Transit, Inc. – Received on 10/5/20, requesting additional Project information

  - MTGL Inc. – Received on 9/22/20, requesting additional Project information
  - RMA Group – Received on 9/29/20, requesting additional Project information
  - Soul of America – Received on 10/8/20, expressing neutral comments
  - Michelle Rojas on behalf of KB New York B/H, LLC – Received on 11/3/20, opposing the Project and requesting Metro to withdraw the proposal to close 49th Street and develop alternative solutions
- VMR Comment Form submissions on 10/8/20
  - Fred Boehnert – Opposing, due to concerns of 46th and 49th Street impacts
  - Llene Berman – Opposing, as they are a concerned business owner

Comments submitted to the Project team will be considered in the development of the Draft EIS. This section summarizes the topics raised in the scoping comments received and the approach to address these comments in the Draft EIS.

3.1 Agency Comments

CHSRA and Metro received agency comment letters from the following agencies:

- U.S. EPA
- Caltrans

Agency comments received are summarized below and presented in full in Appendix I of this scoping summary report.

3.1.1 United States Environmental Protection Agency

The U.S. EPA submitted a letter dated October 19, 2020, acknowledging receipt of the Revised NOI. The letter included recommendations that the EIS address issues related to air quality, alternatives considered by CHSRA in addition to Malabar Yard, environmental justice, impacts compounded with the high-speed rail system, and health risk effects on residents in Vernon. U.S. EPA also commented the Malabar Yard component of the Project is within an “Emissions Study Area Boundary” of two communities selected by the California Air Resources Board to participate in the state’s Community Air Protection Program under California Assembly Bill 617. Additionally, the U.S. EPA attached their previous letter from the Original NOI sent in 2016 and requested review of the issues in the letter which included: air quality including construction emissions, climate change and greenhouse gases, the Los Angeles River, environmental justice, and coordination with other planning efforts.

Approach to Address Comments

To address U.S. EPA’s comments on the NOI and Revised NOI, an air quality assessment report will be prepared in support of the EIS that will quantify emissions of criteria air pollutants and greenhouse gases for all components of the Project, including the construction and operational

phases. Additionally, emissions of toxic air contaminants will also be evaluated in the Draft EIS. A water quality assessment report, community impact assessment, and an evaluation of environmental justice will also be prepared in support of the Draft EIS. The community impact assessment will also include an evaluation of the Project's consistency with local plans and city planning objectives.

3.1.2 California Department of Transportation

Caltrans submitted a letter dated October 19, 2020 accompanied with an email, acknowledging receipt of the Revised NOI, and the agency's participation in the NEPA EIS as a cooperating agency on the Project. The letter included recommendations for a thorough analysis of impacts to surrounding highways including I-110, I-10, and I-710. Caltrans stated the agency looks forward to the continued development and advancement of the Project.

Approach to Address Comments

Potential impacts on surrounding highways including I-110, I-10, and I-710 will be addressed in the Draft EIS.

3.2 Public Comments

Public comments received were relative to the following topics:

- Outreach Materials
- Project Funding
- Project Schedule
- Project Support
- Project Tracking/Mailing Lists
- Project Design
- Railroad Improvements/BNSF Malabar Yard
- Traffic Impact Study/Analysis
- Preferred Options/Alternatives
- Property Acquisition/Right of Way
- Public Involvement/Agency Coordination
- Environmental Resources and Studies

3.2.1 Outreach Materials

Of the total, fifty-two of the 76 business and individual comments were related to how the public received notice of the virtual Public Scoping Meeting via the range of outreach methods and materials (Section 2.3), the VMR itself, or the PowerPoint presentation. Based on the comments received, the public heard about the meeting via the following methods:

- 18 Email
- 9 The Source
- 4 Online/Website
- 3 Metro Team/Employee
- 2 Colleague
- 2 Notice from Metro
- 1 Coworker
- 1 Neighbor
- 1 Request for Qualifications
- 1 Local Council Meeting
- 1 Lee Andrews Group
- 1 Trains.com
- 1 News Account
- 1 Interested in Issues
- 1 CalDepo
- 1 Metro
- 1 Google News
- 1 Mailing List
- 1 Work
- 1 Local Posting

One of the commenters provided feedback on how to improve the VMR. One other commenter inquired if the Scoping Meeting presentation will be shared with attendees.

Approach to Address Comments

The presentation materials and video recording of the virtual Public Scoping Meeting was made available in the VMR after the meeting and is also available on the Project website.

3.2.2 Project Funding

Two commenters requested information about funding.

- One commenter inquired on the Project's construction budget
- One commenter requested cost information for the off-site improvements to Malabar Yard.

Approach to Address Comments

The Draft EIS will include information of the Project's funding sources and projected construction costs.

3.2.3 Project Schedule

Nine comments received were related to Project schedule.

- One commenter inquired when Phase A and B would be completed.
- One commenter inquired on the Project's general timeline based on Metro's stated purpose and need.
- One commenter inquired on the latest procurement schedule for Phase A.
- Two commenters inquired if Link US already had a construction schedule available.
- One commenter asked when the bakery on Commercial Street would have to be moved.
- One commenter requested information on the start of construction and completion date.
- One commenter asked if a Project management/construction procurement is on track for late October 2020 or if the schedule will be revised to match the construction manager/general contractor procurement scheduled for November 2020.
- One commenter asked if the rail yard needs to be raised to match the height of the viaduct/run-through tracks and if this translates into an unusable viaduct/run-through structure in Phase A.

Approach to Address Comments

The description of the build alternative in the Draft EIS will include information on the Project's schedule, including construction phasing along Commercial Street. Information regarding future contractor procurements will not be included in the Draft EIS and those comments and inquiries should be directed to Metro Vendor/Contract Management #(323) 903-4111 or OrigelF@metro.net, the Link US Project Manager, Link US telephone hotline, or the project email address.

3.2.4 Project Support

Seven commenters offered general support for the Project.

Approach to Address Comments

These comments do not affect the content or analysis of Draft EIS and are included as part of the Project's record.

3.2.5 Project Tracking/Mailing Lists and General Information

Seven comments received were related to Project tracking and mailing notices and/or general information.

- One commenter requested to be sent Project notifications.
- One commenter requested to be added to the Project's mailing list and database for future outreach.
- One commenter mentioned visiting the Malabar Yard before commenting and attending the Scoping Meeting.
- Three commenters came from contractors looking to submit proposals for subsequent phases of construction.
- One commenter asked if the Project has awarded a designer for the Project.

Approach to Address Comments

The stakeholder database was updated and will be used for future outreach and notifications.

3.2.6 Design of Project Elements Near Los Angeles Union Station

Five commenters offered their insight and recommendations on the Project's design as it relates to the improvements in the vicinity of LAUS.

- One commenter inquired how the West and East Plazas at LAUS would look, and if the Project team was able to share the Link US At-Grade animation video to demonstrate a look and feel of the Project at LAUS.
- One commenter asked if the LAUS rail yard needs to be raised to match the height of the viaduct/run-through tracks and if they would be unusable until Phase B is complete.
- One commenter requested detailed information about the West and East Plazas at LAUS.
- Once commenter expressed concern about potential issues that may arise due to the concourse upgrade proposed since LAUS is a historical landmark.
- One commenter asked if the widened "tunnel" at LAUS will have designated paths of travel that are protected for motorized carts moving baggage and the disabled.

Approach to Address Comments

The Draft EIS will include detailed descriptions of the build alternative, and the proposed concourse configuration. Metro and CHSRA are formally consulting with the State Historic Preservation Officer under Section 106 of the National Historic Preservation Act as it relates to the improvements at LAUS. The results of this consultation, including a finding of effect, will be part of the Draft EIS.

3.2.7 BNSF Malabar Yard Railroad Improvements

Nine comments received were related to Malabar Yard railroad improvements.

- One commenter representing a group strongly opposed the permanent shut down of 49th Street as well as the proposed offset cul-de-sac.
- One commenter suggested Metro consider alternative solutions for crossing along 46th Street and the timing of rail crossings relative to business operations.
- One commenter noted they are the owner of Bandwagon Brokerage located at the intersection of 46th Street and Seville Avenue and is concerned with what types of impacts and traffic congestion could be expected.
- One commenter asked about the types of rail cars stored at BNSF West Bank and Malabar Yard, if the rail cars are owned, controlled or operated by BNSF and if the railroad improvements at Malabar Yard are to offset the loss of BNSF tracks.
- One commenter asked what other alternative sites for the replacement storage track areas are being considered other than Malabar Yard.
- One commenter asked if the purchased Harbor Subdivision included either the right-of-way for two future passenger rail tracks or the operating rights for them through the Malabar Yard (west side).
- One commenter inquired if the BNSF tracks are being removed and replaced one for one at the Malabar Yard or if there will be less storage.
- One commenter requested the specific plans for their property at the intersection of 46th Street and Seville Avenue and noted concerns with the safety crossing and enhancements on Seville Avenue at the west side of their property, including future ingress and egress of vehicles.
- One commenter requested more details related to Project elements and the Phase 1 environmental site assessment for the proposed railroad improvements. One commenter expressed concern about how the Project will affect their property and other surrounding buildings, including the creation of a cul-de-sac that could be conducive to dumping and other nuisance issues.

Approach to Address Comments

The Draft EIS will include two design options for the closure of the at-grade railroad crossing at 49th Street and two design options for a new track connection along 46th Street. Issues and concerns related to egress, traffic, safety, security, and hazardous materials in the vicinity of the railroad improvements in Vernon will be considered in the Draft EIS.

The Draft EIS will include a full evaluation of the Malabar Yard railroad improvements required to offset the permanent loss of storage track capacity to the BNSF West Bank Yard included in Appendix S of the Draft EIS. An alternatives evaluation was conducted to determine the optimal location to offset the permanent loss of storage track capacity to the BNSF West Bank Yard.

Multiple site locations were considered and BNSF's Malabar Yard in the City of Vernon has been determined to be the optimal location. The alternatives evaluation will be released with the Draft EIS.

3.2.8 Traffic Impact Study/Analysis

Six commenters made suggestions and recommendations for preparation of a traffic study.

- One commenter expressed concern with the safety of the crossing and enhancements on Seville Avenue and the potential to obstruct ingress and egress of vehicles from their property.
- One commenter noted that safety and risk mitigation improvements should be incorporated as mitigation for all tracks on 46th and 49th Street crossings and rights-of-ways, south of Vernon Avenue, in the City of Vernon.
- One commenter expressed concern how the Project will affect their property and other surrounding buildings.
- Three commenters noted concerns with what types of impacts and traffic congestion they may expect and requested a traffic study be prepared.

Approach to Address Comments

The Draft EIS will be supported by a traffic study that includes an evaluation of proposed improvements in the cities of Los Angeles and Vernon. The traffic study for the Malabar Yard railroad improvements will evaluate potential impacts on circulation, access, business ingress and egress, and safety.

3.2.9 Preferred Options/Alternatives

Five comments were received inquiring about preferred options and alternatives of the Project.

- One commenter inquired if Joe Biden were to win the election, given his commitment to passenger rail, if there is a preferred Project option by Metro.
- One commenter asked what other alternative sites for the replacement storage track areas are being considered other than Malabar Yard.
- One commenter asked if an alternative would have shared use station tracks and eliminate the proposed loop track and how are those related.
- One commenter asked if CHSRA prefers Option 1 or 2, in that Option 2 would give the southbound curving tracks greater radii.
- One commenter specifically asked if CHSRA will environmentally clear both Build Alternatives 1 and 2 under NEPA.

Approach to Address Comments

The Draft EIS will provide an indication of Metro's locally preferred alternative. CHSRA intends to analyze the build alternative, in addition to a no action alternative, in the Draft EIS.

3.2.10 Property Acquisition/Right-of-Way and Business Operations

Nine comments were received regarding property acquisition and right-of-way concerns and inquiries.

- One commenter asked if the purchased Harbor Subdivision included either the right-of-way for two future passenger rail tracks or the operating rights for them through the Malabar Yard (west side) and how it affects negotiations.
- One commenter asked when the bakery on Commercial Street would have to be moved due to property acquisition.
- One commenter opposed the permanent shut down of 49th Street as well as the proposed solution for a cul-de-sac turnaround and noted the loss of this parcel would prevent tenants from receiving, storing and unloading containers on the 49th Street.
- One commenter suggests people with businesses in this area will incur significant disruption with the proposed Malabar Yard railroad improvements and to assess the impact on police, fire and ambulance service.
- One commenter noted that safety and risk mitigation improvements should be incorporated as mitigation for all tracks on 46th and 49th Street crossings and rights-of-ways, south of Vernon Avenue, in the City of Vernon.
- Several commenters noted concerns related to the proposed Malabar Yard railroad improvement plans and lessening of their property values and adversely affecting their occupant's business.

Approach to Address Comments

Additional information regarding potential right-of-way needs for the build alternative under consideration will be identified in the Draft EIS. Comments regarding the High-Speed Rail Project (Burbank to Los Angeles segment) outside of the Link US Project limits are being analyzed as part of the EIS prepared by CHSRA for the High-Speed Rail Project (Burbank to Los Angeles segment).

3.2.11 Public Involvement/Agency Coordination

One commenter inquired on how much agency participation has been included in the environmental phase and involved with the Revised NOI. Multiple commenters representing properties in the City of Vernon requested a meeting with staff from Metro.

Approach to Address Comments

CHSRA and Metro will provide multiple opportunities for agencies and the public to remain or become involved throughout the NEPA process, including through the provision of a Project website, VMR, contact list, public information meetings, telephone correspondence with key stakeholders, and formal public comment period. CHSRA and Metro prepared the Link US Public Outreach Plan, in accordance with the requirements of 23 U.S. Code 139. Throughout the NEPA process, agency coordination will occur in compliance with NEPA, and other applicable regulatory requirements, such as Section 106 of the National Historic Preservation Act. The Link US Public Outreach Plan describes the strategies for keeping agencies informed and involved in the Project's environmental review process. Additionally, Metro conducted additional outreach with affected property owners and businesses adjacent to those affected parcels.

3.2.12 Environmental Resources and Studies

- Three comments received were related to environmental resources and studies.
- One commenter inquired about the EIS process.
- Two commenters suggested the Draft EIS needs to reflect the environmental issues that arose during LAUS's construction of the Red Line Station.

Approach to Address Comments

The Revised NOI applies to CHSRA's NEPA process and is independent of Metro's approval process under the California Environmental Quality Act (CEQA). Metro certified a Final Environmental Impact Report for Link US in 2019. Any additional CEQA review as it relates to the Malabar Yard railroad improvements in the City of Vernon will occur independently of CHSRA's NEPA process.

NEPA requires federal agencies to consider the potential environmental effects (both adverse and beneficial) for any proposed federal agency action. CHSRA and Metro are preparing a Draft EIS for the Project in compliance with NEPA (42 U.S. Code Section 4321 et seq.), the Council on Environmental Quality regulations implementing NEPA (40 Code of Federal Regulations Parts 1500-1508), FRA Procedures for Considering Environmental Impacts (FRA's Environmental Procedures) (64 FR 28545, May 26, 1999), and 23 U.S. Code Section 139. , Technical studies and analysis prepared as part of the Draft EIS will be made available for public review and comment during the public review period for the Draft EIS. The Draft EIS is planned for release in the first half of 2021. Metro and CHSRA will provide additional schedule updates on the Project website as they become available.

4.0 References

Federal Railroad Administration (FRA) and Los Angeles County Metropolitan Transportation Authority (Metro). 2018. *Scoping Summary Report for the 2016 Notice of Intent*. Prepared by HDR Engineering, Inc.

Appendix A:
Revised Notice of Intent

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for Europe (UNECE) R46 rev 06—*Devices for Indirect Vision*.

FMCSA acknowledges the concerns of the two individual commenters regarding use of the CV Digital Mirror System. The FMCSRs impose several operational controls that will help ensure that the CV Digital Mirror System is functioning properly at all times. Section 396.7 of the FMCSRs, ''Unsafe operations forbidden,'' prohibits any vehicle from being operated in such a condition as to likely cause an accident or breakdown of the vehicle. Section 392.7(a) requires each CMV driver to satisfy himself/herself that a vehicle is in safe condition before operating the vehicle, which would include ensuring that the rear-vision mirrors are (or in this case, that the CV Digital Mirror System is) in good working order. Similarly, section 396.13(a) of the FMCSRs requires that, before driving a vehicle, a driver must be satisfied that the vehicle is in safe operating condition. If the CV Digital Mirror System (effectively functioning as the rear vision mirrors) fails during operation, the driver must complete a driver vehicle inspection report at the completion of the work day as required by section 396.11 of the FMCSRs, and the motor carrier must ensure that the defect is corrected.

Terms and Conditions for the Exemption

The Agency hereby grants the exemption for a 5-year period, beginning September 17, 2020 and ending September 17, 2025. During the temporary exemption period, motor carriers operating CMVs may utilize the Bosch and Mekra Lang CV Digital Mirror System installed in lieu of the two rear-vision mirrors required by section 393.80 of the FMCSRs. FMCSA emphasizes that this exemption is limited to the Bosch and Mekra Lang CV Digital Mirror System, and does not apply to any other camera-based mirror replacement system/technology. Section 396.7 of the FMCSRs, ''Unsafe operations forbidden,'' prohibits any vehicle from being operated in such a condition as to likely cause an accident or a breakdown of the vehicle. If the camera or monitor system fails during normal vehicle operation on the highway, continued operation of the vehicle shall be forbidden until (1) the CV Digital Mirror system can be repaired, or (2) conventional rear-vision mirrors that are compliant with section 393.80 are installed on the vehicle.

The exemption will be valid for 5 years unless rescinded earlier by FMCSA. The exemption will be rescinded if: (1) Motor carriers and/or CMVs fail to comply with the terms and conditions of the exemption; (2) the exemption has resulted in a lower level of safety than was maintained before it was granted; or (3) continuation of the exemption would not be consistent with the goals and objectives of 49 U.S.C. 31136(e) and 31315(b).

Interested parties possessing information that would demonstrate that motor carriers operating CMVs utilizing the Bosch and Mekra Lang CV Digital Mirror System installed as an alternative to two rear-vision mirrors are not achieving the requisite statutory level of safety should immediately notify FMCSA. The Agency will evaluate any such information and, if safety is being compromised or if the continuation of the exemption is not consistent with 49 U.S.C. 31136(e) and 31315(b), will take immediate steps to revoke the exemption.

Preemption

In accordance with 49 U.S.C. 31313(d), as implemented by 49 CFR 381.600, during the period this exemption is in effect, no State shall enforce any law or regulation applicable to interstate commerce that conflicts with or is inconsistent with this exemption with respect to a firm or person operating under the exemption. States may, but are not required to, adopt the same exemption with respect to operations in intrastate commerce.

James W. Deck,

Deputy Administrator.

[FR Doc. 2020–20470 Filed 9–16–20; 8:45 am]

BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Revised Notice of Intent To Prepare an Environmental Impact Statement for the Link Union Station Project, Los Angeles, CA

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice.

SUMMARY: The Federal Railroad Administration (FRA), on behalf of the California High-Speed Rail Authority (Authority), as the federal lead agency under National Environmental Policy Act (NEPA) Assignment is issuing this notice to advise other Federal, state, local, and tribal agencies and the public that the Authority intends to revise the scope of the analysis of the Environmental Impact Statement (EIS) for the Link Union Station Project (Link US Project) in the cities of Los Angeles and Vernon, California, compliance with relevant state and federal laws, in particular NEPA.

DATES: Written comments on the scope of the Link US Project EIS should be provided to the Authority or Metro starting on September 18, 2020, and must be received by the Authority or Metro on or before October 19, 2020, as noted below. In response to COVID–19, a virtual public scoping meeting is scheduled to occur on October 8, 2020, 6:00 p.m. to 8:00 p.m., Pacific Time. Prior to the scoping meeting date and time noted above, information regarding how to participate in the virtual meeting will be provided at the following location: *https://www.metro.net/projects/link-us/*. Additionally, further information can be obtained by calling 213–922–2524. Spanish, Chinese (Simplified), and Japanese translation will be provided. You may call 213–922–2499 at least 72 hours in advance of the meeting to request ADA accommodations or other translation services. The scoping presentation and all materials presented during the virtual scoping meeting will be made available on Metro's website referenced above.

ADDRESSES: Questions or written comments on the scope of the Link US Project EIS should be sent to Mark A. McLoughlin, Director, Environmental Services Branch, ATTN: Link US Project, California High-Speed Rail Authority, 770 L Street, Suite 620, Sacramento, CA 95814 or via email with the subject line ''Link US Project'' to *Mark.McLoughlin@hsr.ca.gov* or to Vincent Chio, Metro, Director of Program Management, Regional Rail, Los Angeles County Metropolitan Transportation Authority, One Gateway Plaza (Mail Stop 99–17–2, Los Angeles, CA 90012 or via email with the subject line ''Link US Project'' to: *linkunionstation@metro.net*). Comments may also be provided during the virtual public scoping meeting described above.

FOR FURTHER INFORMATION CONTACT: *For the Authority*: Mark A. McLoughlin, Director of Environmental Services, California High-Speed Rail Authority, (telephone: 916–403–6934; email: *mark.mcloughlin@hsr.ca.gov*). *For the FRA*: Stephanie B. Perez-Arrieta, Regional Lead, Environmental Protection Specialist, Federal Railroad Administration (telephone: 202–493–0388; email: *s.perez-arrieta@dot.gov*).

SUPPLEMENTARY INFORMATION: The Los Angeles County Metropolitan Transportation Authority (Metro) is a joint-lead agency under NEPA and the local project sponsor for the Link US

Project. Since the publication of the notice of intent (NOI), the Authority and Metro have identified the proposed off-site improvements to BNSF's Malabar Yard in the City of Vernon as a necessary component of the Link US Project. These improvements are located primarily on 46th Street and 49th Street, south of Vernon Avenue, in the northwestern portion of the City of Vernon. This Revised NOI is being issued to solicit additional public and agency input into the development of the scope of the EIS for the Link US Project with respect to the proposed off-site improvements. Public input received during outreach activities conducted by the Authority, Metro, and its representatives will be considered in the preparation of the EIS. FRA and Metro previously conducted scoping for the Link US Project joint EIS/environmental impact report (EIR) in the spring of 2016. FRA published an NOI in the **Federal Register** on May 31, 2016 (81 FR 34429). FRA and Metro held a scoping meeting on June 2, 2016, at Metro's headquarters (One Gateway Plaza, Los Angeles, California 90012) to receive agency and public input on the Link US Project. In addition to formal scoping meetings, Metro has maintained ongoing outreach to public agencies and consistently engaged the public throughout project development to provide input since spring of 2016.

At the time of project scoping, FRA and Metro intended to prepare a joint EIS/EIR pursuant to NEPA and the California Environmental Quality Act (CEQA). In 2018, Metro proceeded with the preparation of a stand-alone EIR to comply with CEQA and released a Draft EIR for public comment on January 17, 2019. Following consideration of the comments received on the Draft EIR, Metro certified a Final EIR for the Link US Project on June 27, 2019.

FRA and the State of California executed a MOU, pursuant to 23 U.S.C. 327, dated July 23, 2019 through which the State of California, acting through the California State Transportation Agency and the Authority, has assumed FRA's responsibilities under NEPA and other federal environmental laws for projects necessary for the design, construction, and operation of the California HSR System, and for other railroad projects directly connected to stations on the California HSR System, including the Link US Project. Accordingly, the Authority is the lead federal agency for complying with NEPA and other federal environmental laws for the Link US Project. Metro is the local project sponsor for the Link US project.

As described in the 2016 NOI, the Link US Project is centered at Los Angeles Union Station (LAUS). Implementation of common infrastructure designed to accommodate both regional/intercity trains and future HSR trains would result in the permanent loss of storage track capacity at the BNSF West Bank Yard, south of US–101, in the vicinity of First Street. Since FRA published the 2016 NOI, the Authority and Metro have identified off-site improvements to the BNSF Malabar Yard in the City of Vernon that are needed to restore and offset the loss of storage track capacity at the BNSF West Bank Yard. The Authority is issuing this 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 off-site improvements to the BNSF Malabar Yard proposed in the City of Vernon.

The Link US Project EIS will be used by the Authority to address the requirements of NEPA, as well as other applicable statutes, regulations, and executive orders, including (but not limited to) the Clean Air Act, Clean Water Act, Section 106 of the National Historic Preservation Act of 1966 (NHPA), Section 4(f) of the Department of Transportation Act of 1966, the Endangered Species Act, and Executive Order 12898 (Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations).

Implementation of the Link US Project is a Federal undertaking with the potential to affect historic properties. As such, it is subject to the requirements of Section 106 of the NHPA. In accordance with regulations issued by the Advisory Council on Historic Preservation, 36 CFR part 800, the Authority intends to coordinate compliance with Section 106 of the NHPA with the preparation of the Link US Project EIS, beginning with the identification of consulting parties in a manner consistent with the standards set out in 36 CFR 800.8. Public comment is sought with respect to the evaluation of potential effects on historic properties.

The EIS will describe site-specific environmental effects and will identify measures to avoid, minimize, or mitigate for potential adverse environmental effects. The Authority will assess the site characteristics, size, nature, and timing of proposed site-specific improvements to determine whether the effects are potentially adverse and whether impacts can be avoided or mitigated. Information and documents regarding this environmental review process will be made available through Metro's internet site: *https://www.metro.net/projects/link-us/*.

Purpose and Need

Consistent with the 2016 NOI, the purpose of the proposed action is to increase the regional and intercity rail service capacity of LAUS and to improve schedule reliability at LAUS through the implementation of a run-through tracks configuration and elimination of the current stub-end tracks configuration while preserving current levels of freight rail operations, accommodating the planned HSR system in Southern California, increasing the passenger/pedestrian capacity and enhancing the safety of LAUS through the implementation of a new passenger concourse, meeting the multi-modal transportation demands at LAUS.

Consistent with the 2016 NOI, the need for the proposed action is generated by the forecasted increase in regional population and employment; implementation of federal, state, and regional transportation plans that provide for increased operational frequency for regional and intercity trains and introduction of the planned HSR system in Southern California. Localized operational, safety, and accessibility upgrades in and around LAUS will be required to meet existing demand and future growth.

Alternatives

As described in the 2016 NOI, the Link US Project EIS will include an evaluation of one or more Build Alternatives (Proposed Action), as well as a No Action Alternative.

No Action Alternative

The No Action Alternative is defined to serve as the baseline for assessment of the proposed action. The No Action Alternative represents the region's transportation system (highway, air, and conventional rail) as it currently exists, and as it would exist after completion of programs or projects currently planned for funding and implementation by 2040.

Proposed Action (Link US Project Build Alternatives)

The Proposed Action consists of two build alternatives that address proposed infrastructure in the vicinity of LAUS, in conjunction with off-site improvements into the BNSF Malabar Yard in the City of Vernon. The build alternatives would result in enhanced operational capacity from control point (CP) Chavez in the north (near North Main Street) to CP Olympic in the south (near the Interstate 10/State Route 60/

U.S.–101 interchange), which serve as the northern and southern project termini. Major components of the build alternatives are described below.

- Throat and Elevated Rail Yard—The build alternatives would include subgrade, signal, and structural improvements in the throat segment to increase the elevation of the tracks leading to the rail yard in the concourse segment at LAUS. The throat would be reconstructed with up to seven lead tracks north of LAUS. The build alternatives would also include new passenger platforms with canopies above the elevated rail yard.
- Passenger Concourse—The build alternatives would include: (1) An expanded passageway; or (2) an at-grade passenger concourse. The expanded passageway or at-grade passenger concourse would be constructed below the elevated rail yard.
- Run-Through Tracks—The build alternatives would include up to 10 new run-through tracks (including the possibility of a loop track) south of LAUS to facilitate connections for regional/intercity rail trains and future HSR trains to the main line tracks on the west bank of the Los Angeles River.
- BNSF Malabar Yard Off-Site Improvements—The build alternatives also require off-site improvements to BNSF's Malabar Yard in the City of Vernon, California, primarily on 46th Street and 49th Street. The off-site improvements are proposed to restore and offset the permanent loss of storage track capacity at the BNSF West Bank Yard.

The proposed action would also require modifications to US–101 and local streets (including potential street closures and geometric modifications); railroad signal, positive train control, and communications-related improvements; modifications to the Gold Line light rail platform and tracks; modifications to the main line tracks on the west bank of the Los Angeles River; modifications to Keller Yard and the Amtrak lead track; permanent removal of storage tracks and partial relocation of the BNSF West Bank Yard; new access roadways to the railroad right-of-way; additional right-of-way; new utilities; utility relocations, replacements, and abandonments; and new drainage facilities/water quality improvements.

Probable Effects

The EIS will include an evaluation of all environmental, social, and economic impacts of the construction and operation of the proposed action in detail. Impact areas to be addressed in the EIS include: Transportation; air quality and greenhouse gases; noise and vibration; public utilities and energy; biological and wetland resources; floodplains, hydrology and water quality; geology, soils, seismicity; hazardous waste and materials; safety and security; socioeconomics and communities; land use and planning; visual quality and aesthetics; historic, cultural and paleontological resources; regional growth; and environmental justice. Measures to avoid, minimize, and mitigate adverse effects will be identified and evaluated.

Scoping and Comments

FRA and Metro have previously carried out scoping for the Link US Project EIS. Since publication of the 2016 NOI, the Authority and Metro have identified the BNSF Malabar Yard off-site improvements as a necessary component of the Link US Project. FRA, on behalf of the Authority, is issuing this Revised NOI to solicit additional public and agency input into the development of the scope of the EIS for the Link US Project with respect to the BNSF Malabar Yard off-site improvements and to advise the public that outreach activities conducted by the Authority and Metro and its representatives will be considered in the preparation of the EIS. Comments and suggestions on the additional project elements described in this Revised NOI are invited from all interested agencies, Native American Tribes, and the public to ensure the full range of issues related to the proposed action and all reasonable build alternatives are addressed and all significant issues are identified. In particular, the Authority and Metro are interested in determining whether there are areas of environmental concern where there might be a potential for adverse effects.

In response to this Revised NOI, public agencies with jurisdiction are requested to advise the Authority and Metro of the applicable permit and environmental review requirements of each agency, and the scope and content of the environmental information that is germane to the agency's statutory responsibilities in connection with the proposed action. Public agencies are requested to advise the Authority and Metro if they anticipate taking a major action in connection with the proposed project and if they wish to cooperate in the preparation of the EIS. To date, Caltrans, District 7 has expressed its intention to participate as a cooperating agency in the preparation of the EIS. The virtual public scoping meeting has been scheduled as an important component of the scoping process for the Federal environmental review. The virtual public scoping meeting described above in this Revised NOI will also be advertised locally and included in additional public notification.

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 (MOU) dated July 23, 2019, and executed by the FRA and the State of California.

Issued in Washington, DC.

Jamie P. Rennert,

Director, Office of Infrastructure Investment.

[FR Doc. 2020–20520 Filed 9–16–20; 8:45 am]

BILLING CODE 4910–06–P

DEPARTMENT OF THE TREASURY

Internal Revenue Service

Proposed Collection; Comment Request for Form 5330

AGENCY: Internal Revenue Service (IRS), Treasury.

ACTION: Notice and request for comments.

SUMMARY: The Internal Revenue Service (IRS), as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to take this opportunity to comment on information collections, as required by the Paperwork Reduction Act of 1995. The IRS is soliciting comments concerning Return of Excise Taxes Related to Employee Benefit Plans.

DATES: Written comments should be received on or before November 16, 2020 to be assured of consideration.

ADDRESSES: Direct all written comments to Kinna Brewington, Internal Revenue Service, Room 6526, 1111 Constitution Avenue NW, Washington, DC 20224.

FOR FURTHER INFORMATION CONTACT: Requests for additional information or copies of the form and instructions should be directed to Martha R. Brinson, at (202)317–5753, or at Internal Revenue Service, Room 6526, 1111 Constitution Avenue NW, Washington, DC 20224, or through the internet at *Martha.R.Brinson@irs.gov*.

SUPPLEMENTARY INFORMATION:

Title: Return of Excise Taxes Related to Employee Benefit Plans.

OMB Number: 1545–0575.

Form Number: 5330.

Abstract: Internal Revenue Code sections 4971, 4972, 4973(a)(3), 4975,

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Appendix B:
Project Boards

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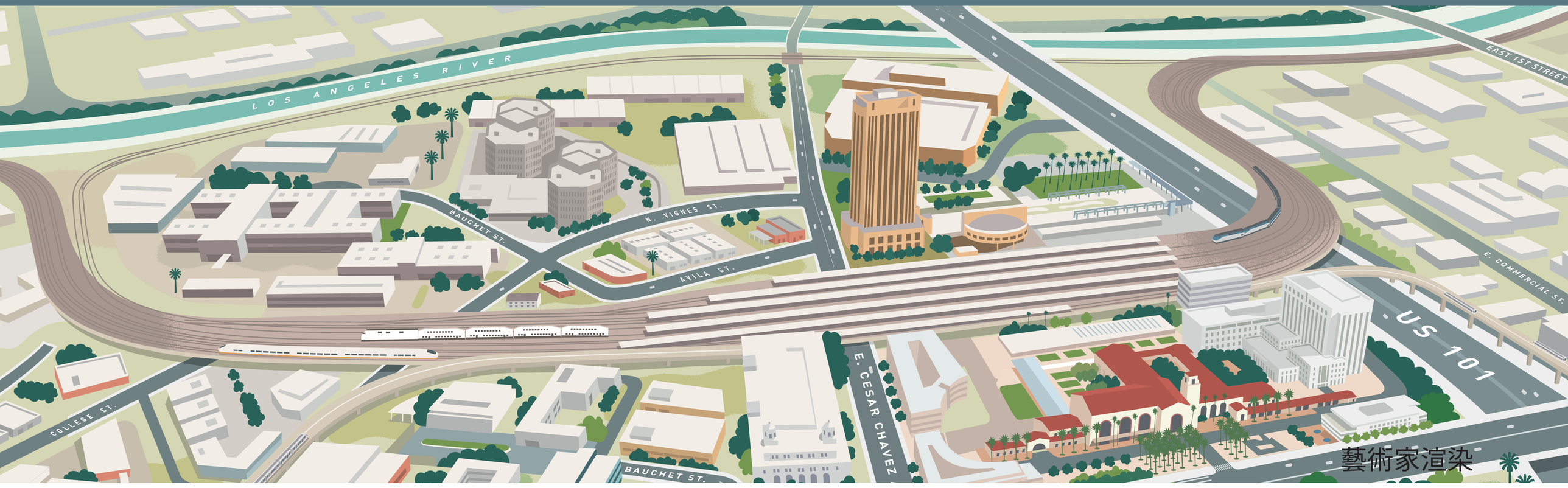
Join us for the Link Union Station Virtual Scoping Meeting

请您参加我们的连接联合车站 (Link US) 虚拟范围界定会议



Learn about the latest updates on Link US

Thursday, October 8, 2020, 6-8pm

> **Live Presentation: 6-6:30pm**
> **Public Oral Comments: 6:30-8pm**

获取 Link US 的最新更新信息

2020年10月8日, 星期四, 晚上 6 时至 8 时

> 现场演示：晚上6 时至 6 时 30分
> 公众发表口头意见：6 时30 分至 8时

CONTACT US / 联系我们

213.922.2524
linkunionstation@metro.net
metro.net/linkus
@metrolosangeles
losangelesmetro

323.466.3876
x2 *Español (Spanish)*
x3 中文 *(Chinese)*
x4 한국어 *(Korean)*
x5 Tiếng Việt *(Vietnamese)*
x6 日本語 *(Japanese)*
x7 русский *(Russian)*
x8 Հայերէն *(Armenian)*

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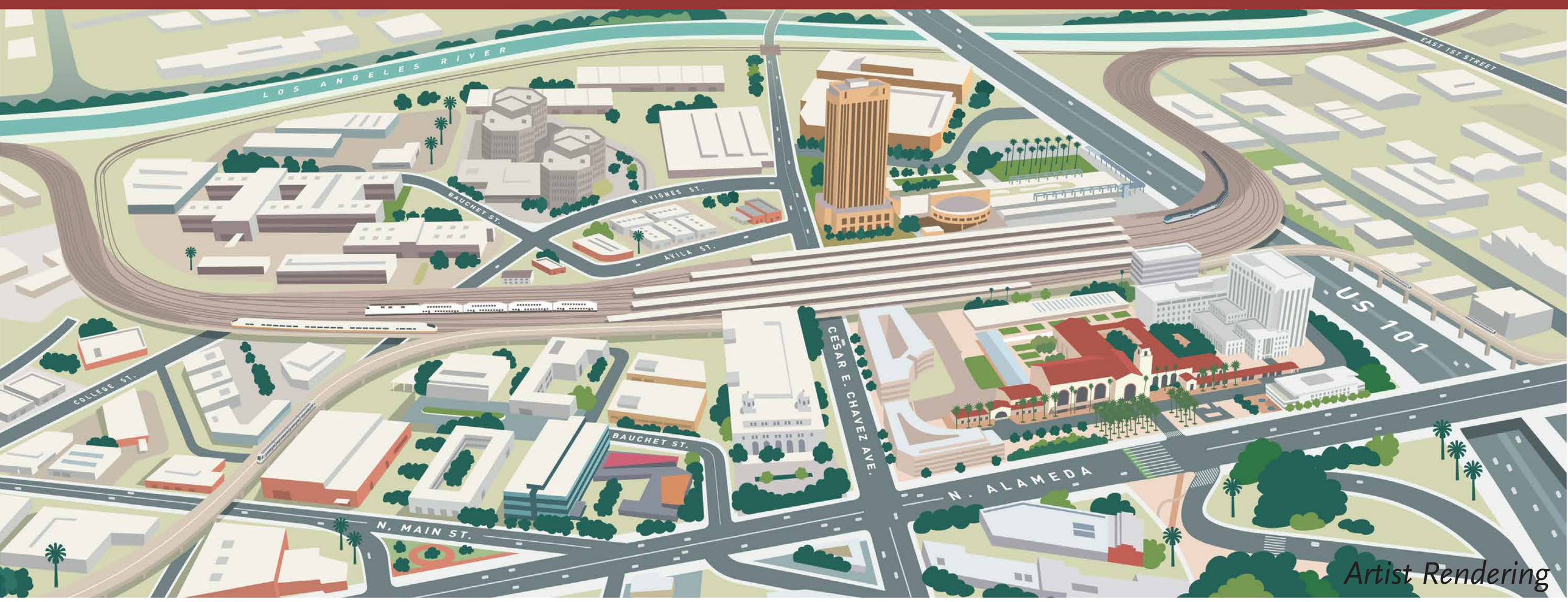
Link Union Station Project



Artist Rendering

WELCOME

ողջույն

Bienvenido!

환영합니다

ស្វាគមន៍

hoan nghênh

ようこそ

欢迎

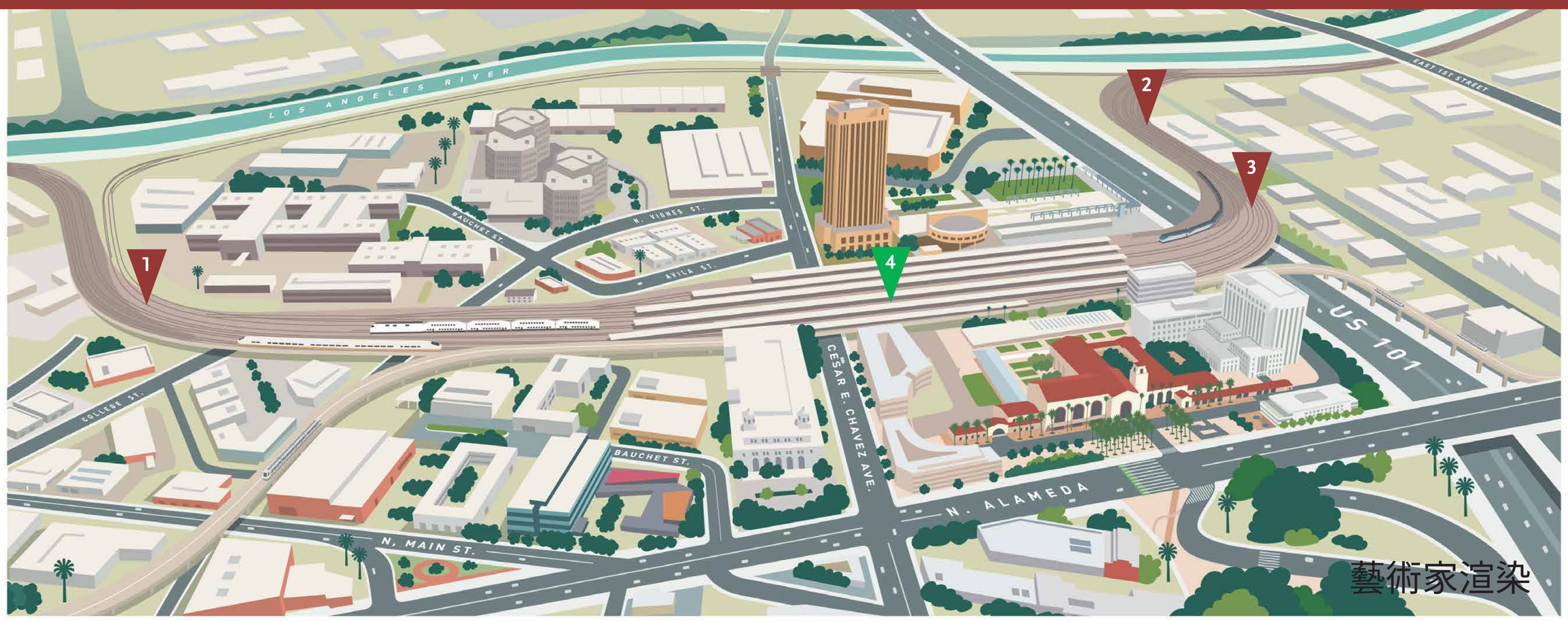
Bienvenue

Metro®

CALIFORNIA
High-Speed Rail Authority

Link Union Station Project

阶段和资金计划



藝術家渲染

A期

第1部分 - 咽喉区域

1. 铁路信号、通讯和铁轨工作
2. 公用事业搬迁

第2 部分 –商业街和中央街

1. 财产收购
2. 公用事业搬迁

第3部分–试车和试车

1. US-101上的高架桥结构（全宽）
2. 来自联合车站月台 4到主线轨道的两条贯穿轨道
3. 信号与通讯

B期

第4部分-铁路堆场/客运大厅区

1. 铁路堆场的建设, 新的引导轨道, 新的月台, 以及新楼梯 ,自动扶梯
2. 与客运大厅相关的改进
3. 添加剩余的贯穿轨道（共10条）

A期将使通勤 (Metrolink) 和城市间 (Amtrak) 铁路列车能够利用LAUS的临时两轨直通配置. B期目前无资金.

资金来源	A 期
州提案1A / 高铁债券	$423M
过境和城市间铁路资本计划 (TIRCP) 和 州交通改善计划 (STIP)	$398M
其他地方、州和联邦基金	$129M
合計	**$950M**

加州高铁管理局2018年业务计划包括4.23亿美元用于Link US.

加利福尼亚州运输局授予的2018年过境和城市间铁路资本计划 (TIRCP) 赠款以及加利福尼亚州运输委员会批准的随后的州交通改善计划 (STIP) 资金包括用于Link US的合计3.98亿美元.

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CALIFORNIA High-Speed Rail Authority

19-3386 © 2019 LACMTA

Link Union Station Project

主要项目组成

艺术家效果图

1. 新的引导轨道，高架铁路堆场和月台
2. 与客运大厅相关的新改进，包括新的自动扶梯，电梯和顶篷
3. 新的贯穿轨道（包括环形轨道的可能性），位于洛杉矶联合车站 (LAUS)的南部，跨越 US-101
4. 适应规划中的加利福尼亚高铁系统
5. 新的铁路通信、信号和安全改进
6. BNSF 马拉巴尔堆场的场外改进

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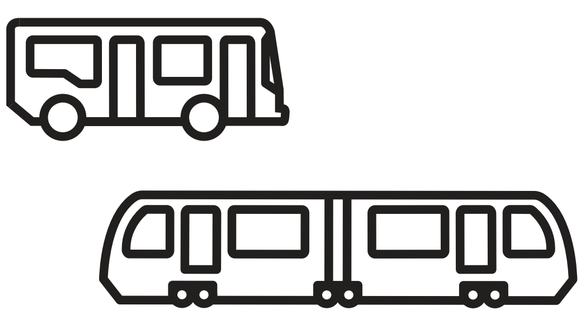
CALIFORNIA High-Speed Rail Authority

Link Union Station Project

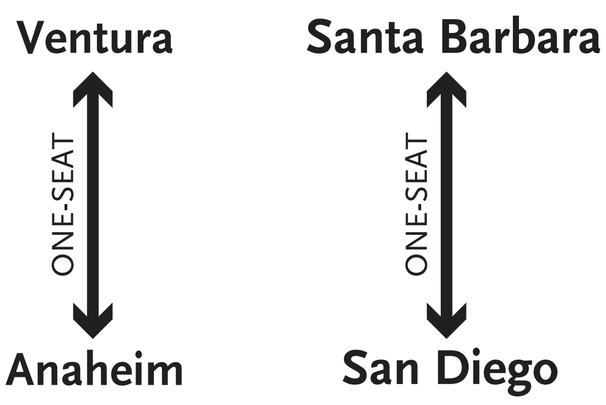
预期的项目益处

改善州内, 互联网和本地交通的连通性



高铁; Metrolink, Amtrak, Metro铁路; Metro和市政公交系统; 拼车

改善區域連通性

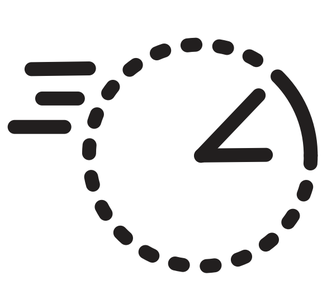


直达南加州的主要目的地

增加鐵路服務能力

适应未来需求

减少火车空转时间

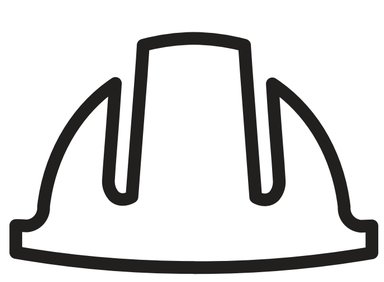


等待时间更短; 节省燃油和减少 每列火车的排放

未来发展

以公交为导向的发展机会

产生新工作



五年期间, 每年估计有4,500个临时工作; 200多个长期职位

改善行人通道

新型电梯、自动扶梯和楼梯提高了畅通性和安全性

增强乘客体验

新的客运大厅、零售和其他便利设施以及新的扩展月台

改善 US-101 和本地道路

更新设计并增强安全性

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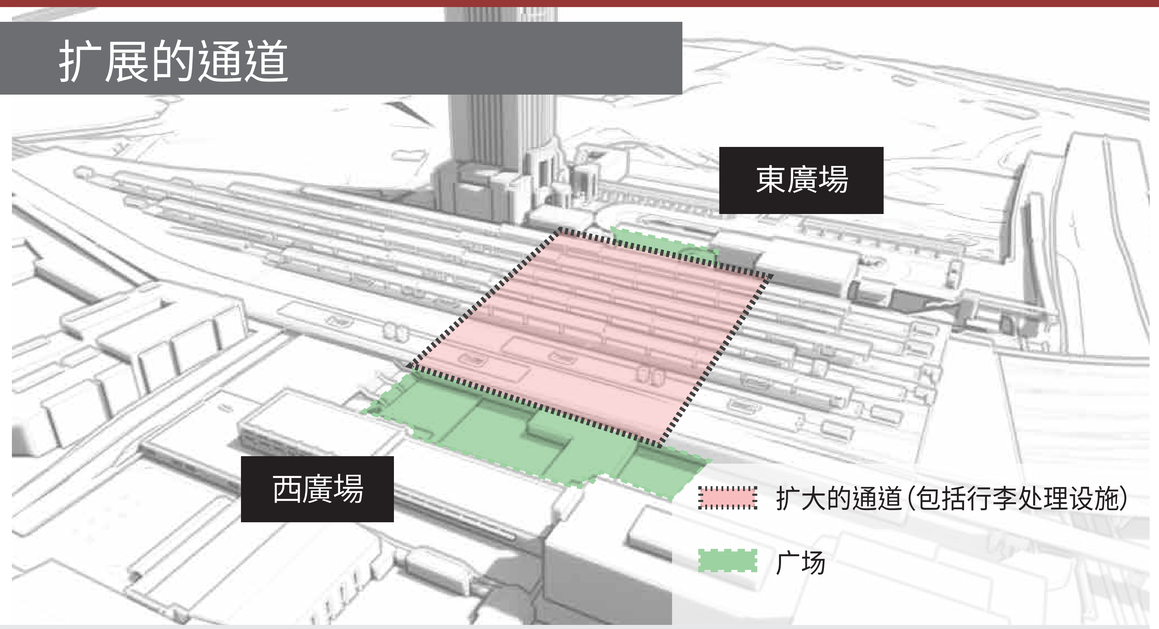
考虑中的广场概念

扩展的通道



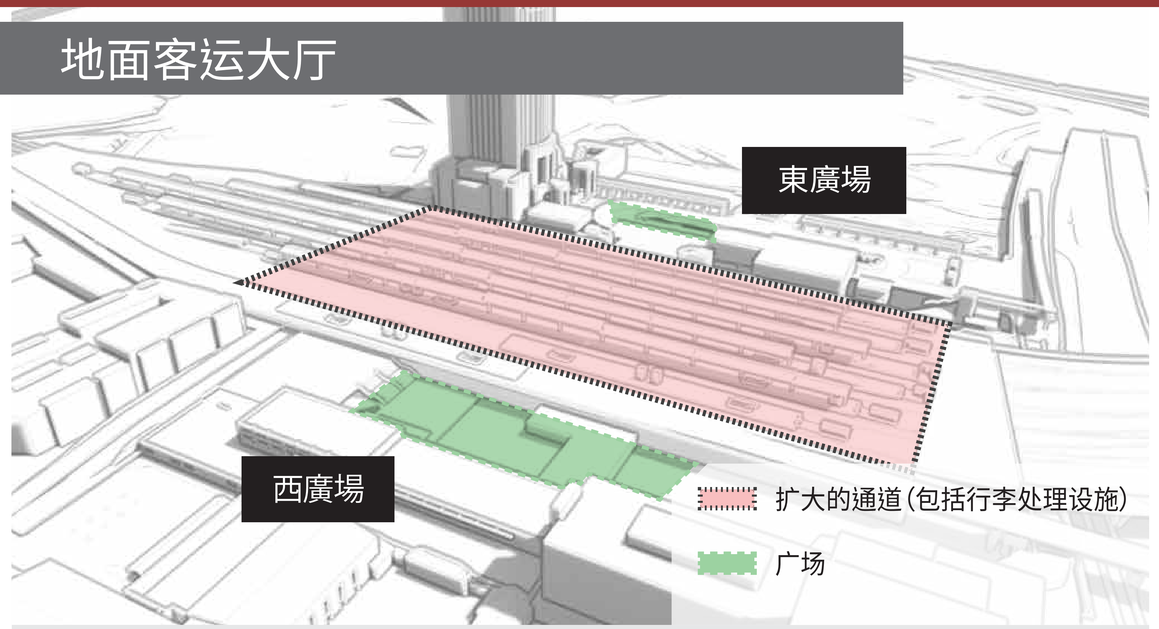
行李处理
行李提取/托运将在东西广场办理，行李提取将在扩展通道内的中央位置办理

运营与维护
维护约246,000平方英尺（西广场，东广场，扩展的通道和行李处理设施）

对Metro L 线（金）的影响
L线 (金) 服务将在施工期间临时搬迁

初步费用估算*
估计项目总成本约为23亿美元

地面客运大厅



行李处理
行李领取/托运和售票都将在地面客运大厅内的集中 位置办理

运营与维护
维护约533,000平方英尺的公共空间（西广场，东广场,大厅和行李处理设施）

对 Metro L 线 (金) 的影响
L线 (金)服务将在施工期间临时搬迁

初步费用估算*
估计项目总成本约为33亿美元

*2018年初步成本估算

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Link Union Station Project

2016年至2020年开展的外展活动

7 连接联合车站 **Link US** 公开会议

NEPA/CEQA 联合外展活动
> 公众范围界定会议 **(2016年)**
> 社区会议 **(2016年)**
> **William Mead Homes**社区工作讲座**(2017)**

CEQA 外展活动
> **LAUS** 开放日 **(2018** 年和**2019年)**
> **EIR** 草案公开听证会 **(2019年)**
> **William Mead Homes** 社区会议 **(2019年)**

> **625** 位与会者
> **76** 条书面意见
> **17** 条口头意见

50+ 利益相关者简报和公共活动 社交媒体帖子

70+ 社交媒体帖子

邮件知-23,460个地址电子邮件

> 公共范围界定邮件 **(NEPA/CEQA)**
> 公共听证会邮件 **(CEQA)**

电子邮件更新–超过23,145个联系人

> **30** 电子邮件更新–超过**23,145**个联系人
> 三个公开范围界定会议群发电子邮件 **(NEPA/CEQA)**
> 七个开放日群发电子邮件 **(CEQA)**
> 六个 **EIR** 草案公开听证会群发电子邮件 **(CEQA)**

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项目历史

我們在這兒

2016

四月
FRA和Metro发出为Link US项目编制EIS/EIR 的 NOI/NOP，以适应规划中的HSR系统

2018

十月
Metro对两个轨道对齐方案和两个客运大厅概念进行同等评估

2019

一月至三月
45 天的公众意见征询期

六月
Metro认证EIR定稿并采用CEQA调查结果和主要考虑因素声明

七月
FRA批准将NEPA分配给CHSRA

2020

九月
NOI发布和修订的NEPA范围

持續的公眾參與

CEQA = 加州环境质量法
CHSRA = 加州高铁管理局
EIR = 环境影响报告
EIS = 环境影响声明

FRA = 联邦铁路管理局
HSR = 高铁
LAUS = 洛杉矶联合车站
MOU = 谅解备忘录

NEPA = 国家环境政策法
NOI = 意向通知
NOP = 准备通知

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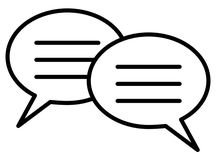
NEPA关键环境审查里程碑 我们在这儿

我們在
這兒

里程碑 一	里程碑 二	里程碑 三	里程碑 四
2020年秋季 修订意向书 30天的公共范围界 定期 公众范围界定会议	**2020**年冬季至**2021**年春季 发布环境影响声明草案 (DEIS) 公众意见征询期 公开听证会	**2021**年夏季至**2021**年秋季 发布环境影响声明定稿 (FEIS) 回应意见	**2021**年夏季至**2021**年秋季 决策记录(ROD)



持續的公眾參與

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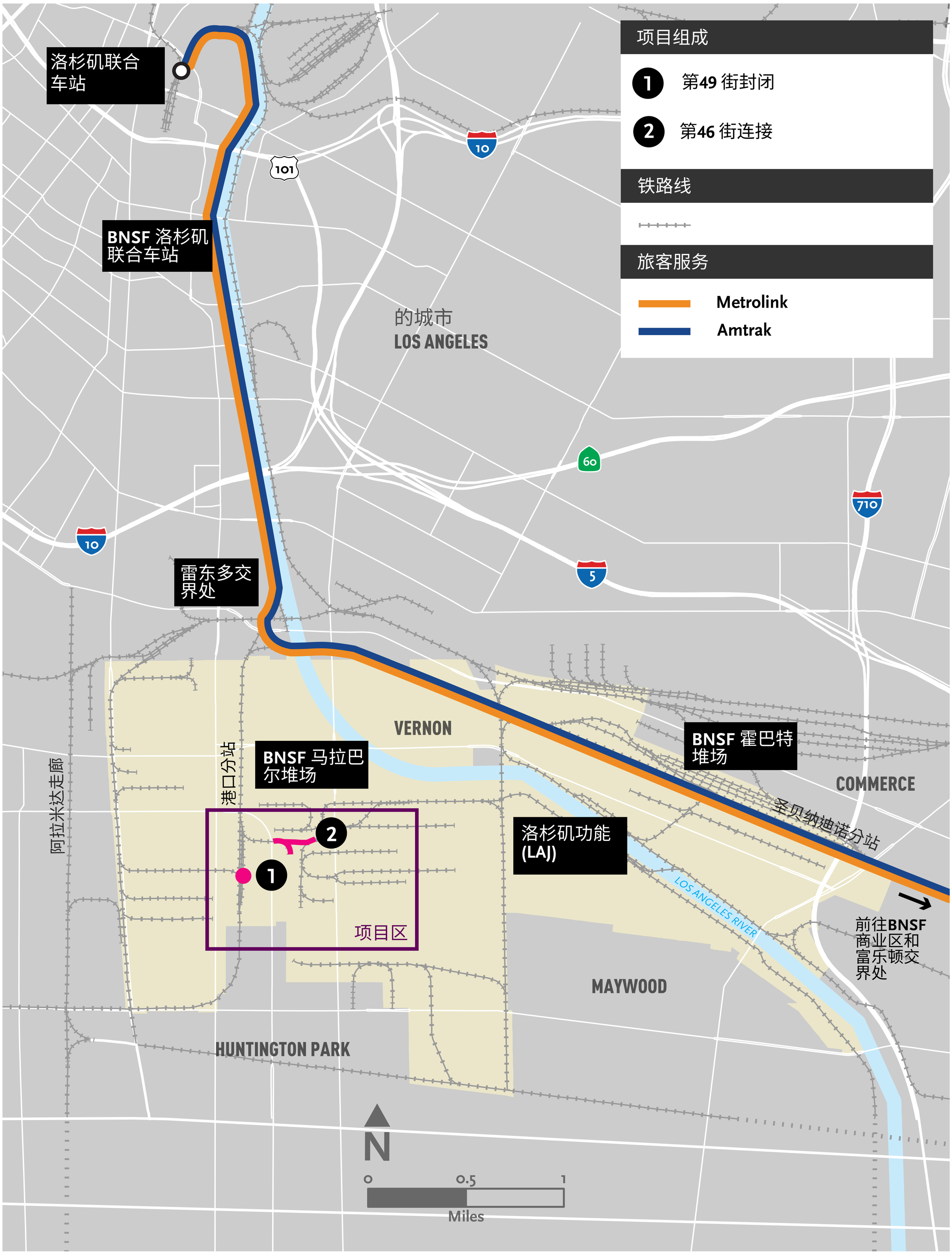
马拉巴尔堆场外基础设施概述



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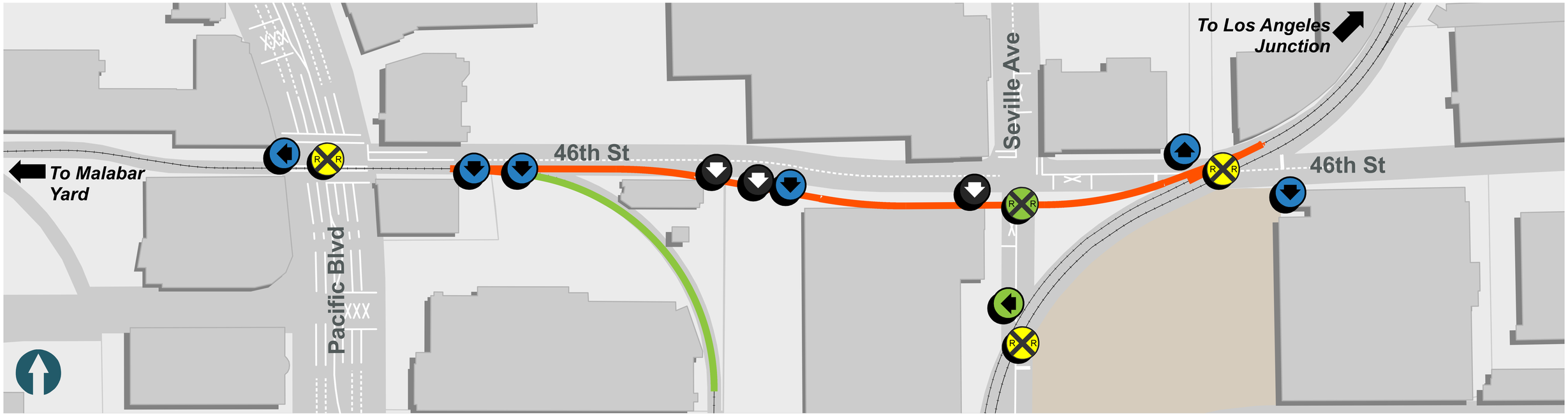
马拉巴尔堆场场外基础设施

第46 街连接

主要项目组成部分

- 沿着46街的新1,000英尺轨道连接
- 重新调整后的支线
- 地面穿越增强
  - 太平洋大道
  - 46街
  - 塞维利亚大道
- 新的平交道口：塞维利亚大道
- 维护/修改现有车道
- 拟议的新车道
- 现有车道的潜在关闭
- 现有轨道



草稿-10%的初步设计（仅概念）

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马拉巴尔堆场场外基础设施

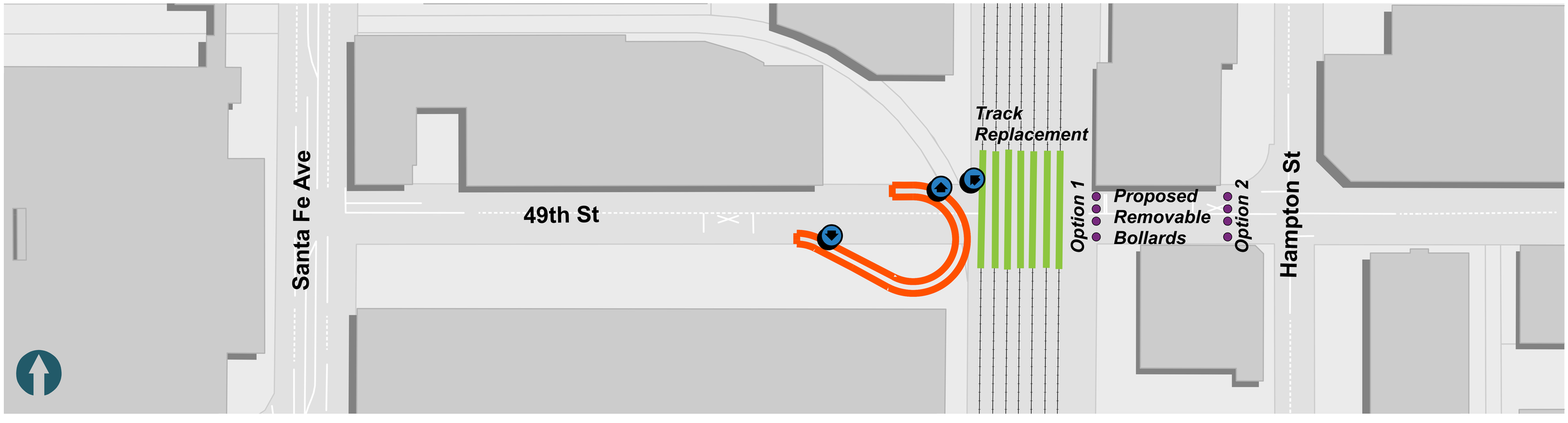
49街封闭

主要项目组成部分

- 抵消死胡同
- 维护/修改现有车道
- 轨道更换

系船柱(两个站点选择)

- 选项 1
- 选项 2(取消停车)



草稿-10%的初步设计(仅概念)

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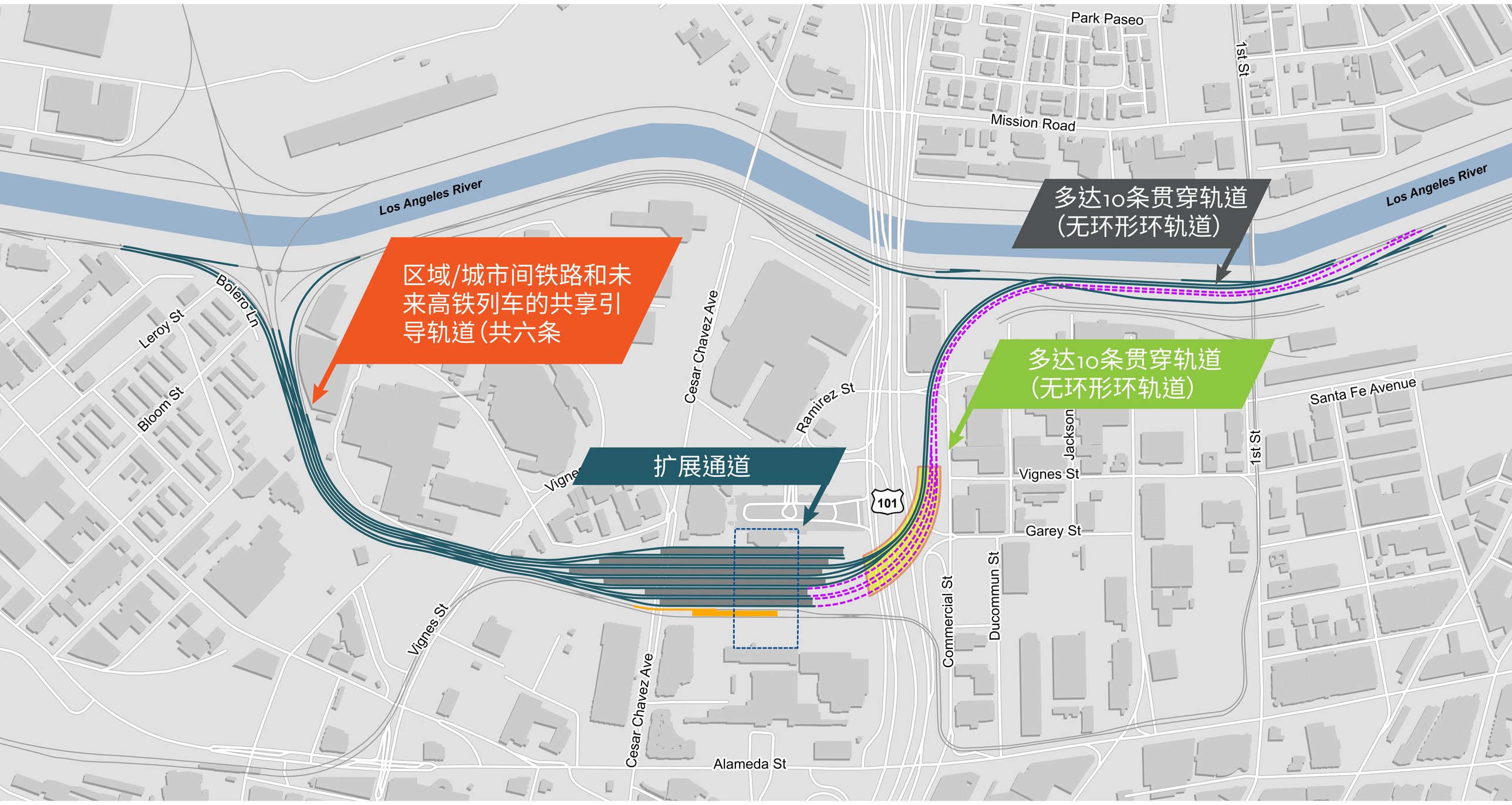
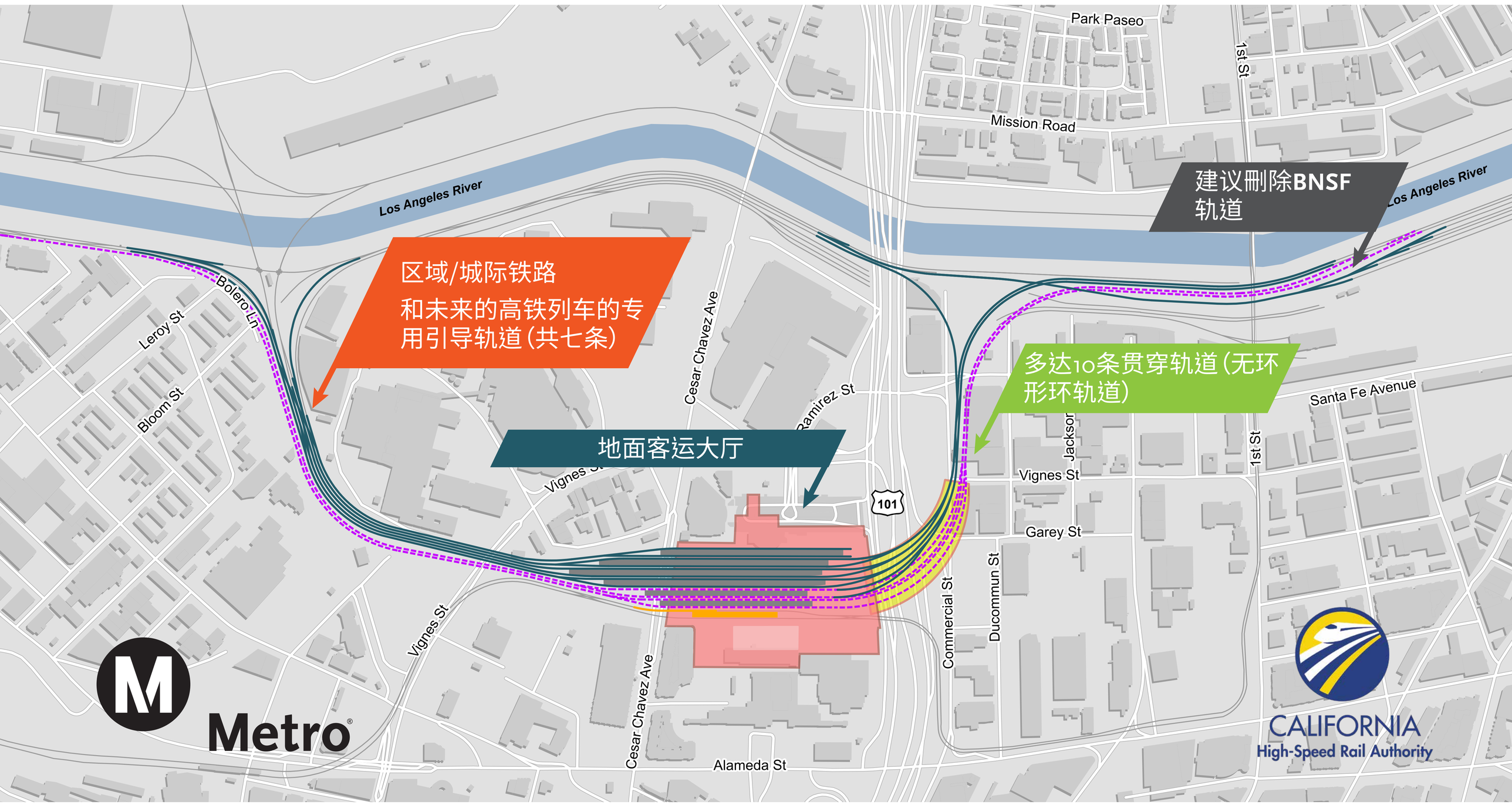
构建备选方案1和2

构建方案 1



构建替代方案 2



Link Union Station Project

弗农市马拉巴尔堆场场外改进46街的交通研究区域

弗农市马拉巴尔堆场场外改进
的交通研究区域

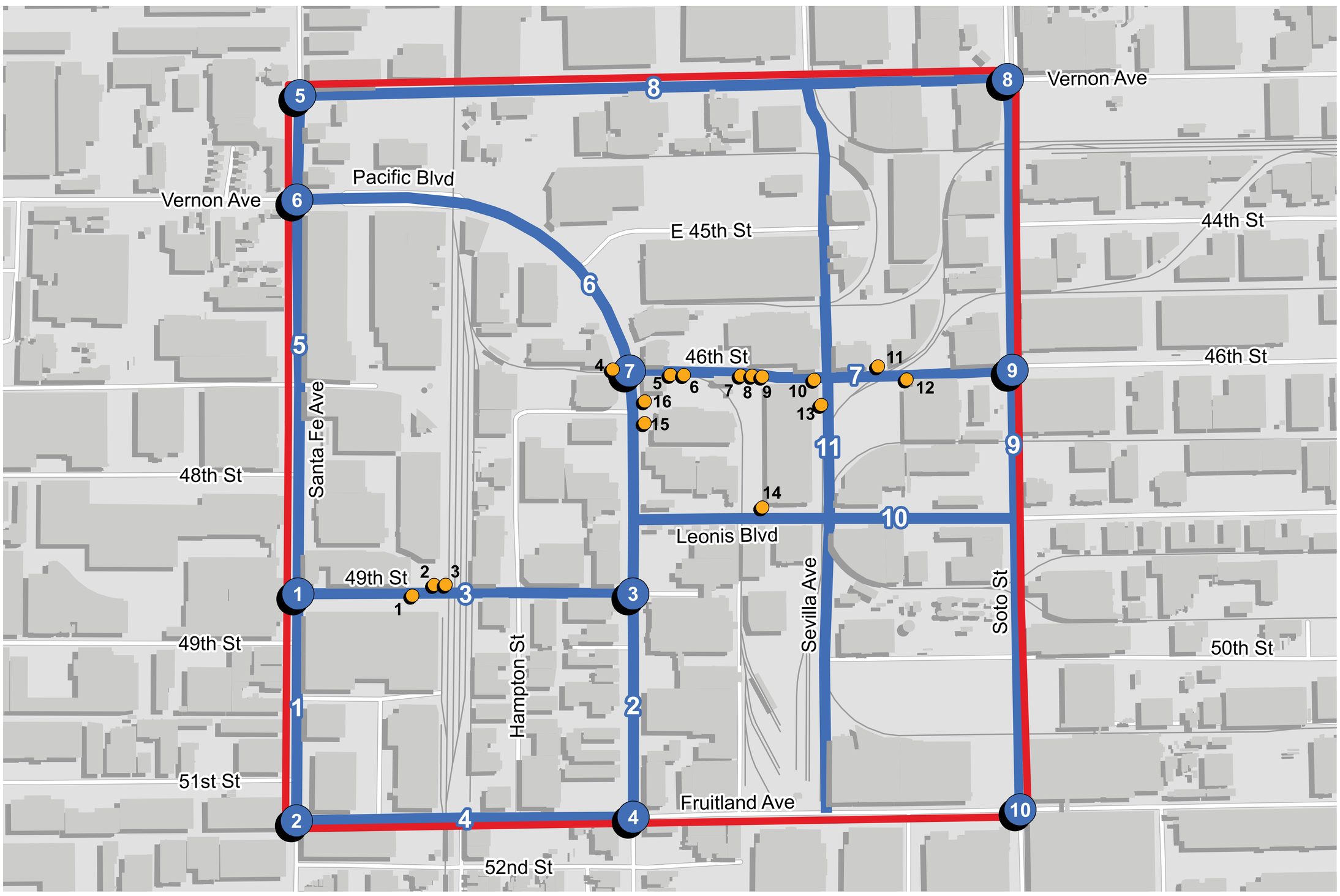
巷道段

1.Santa Fe 大街从东49街到Fruitland大街的路段
2.太平洋大道从东49街到Fruitland大街的路段
3.东 49街从圣达菲大道到太平洋大道的路段
4. Fruitland大街从圣达菲大街到太平洋大道的路段
5.圣达菲大街从49街和弗农大街的路段
6. 太平洋大道从49街和圣达菲大街的路段
7. 46街从索托街到太平洋大道的路段
8.弗农大街从索托街和圣达菲大街的路段
9.索托街从Fruitland大街到弗农大街的路段
10. 列昂尼斯大道从太平洋大道和索托街的路段
11. 塞维利亚大街从Fruitland大街和弗农大街的路段

研究的车道

路口

1. 圣达菲大街和东 49街
2. 圣达菲大街和Fruitland大街
3. 太平洋大道和东 49街
4. 太平洋大道和Fruitland 大街
5. 弗农大街和圣达菲大街
6. 圣达菲大街和太平洋大道
7. 46街和太平洋大道
8. 弗农大街和索托街
9. 46街和索托街
10. Fruitland大街和索托街



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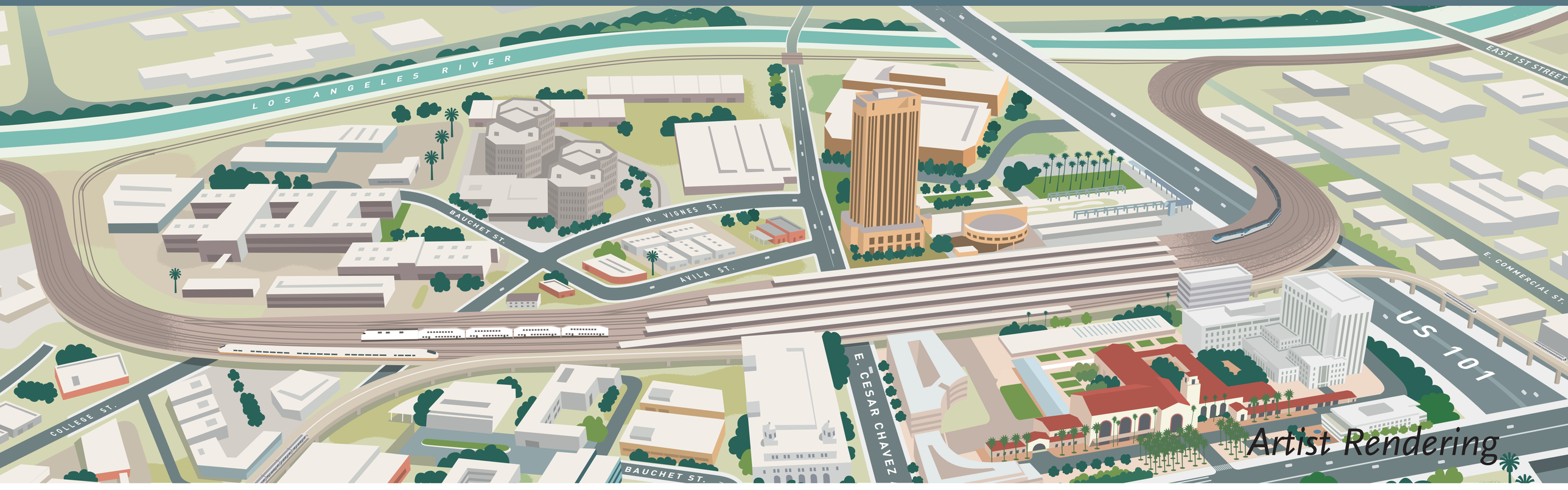
Join us for the Link Union Station Virtual Scoping Meeting.

Acompáñenos para una Exhibición Abierta de Link Union Station.



Artist Rendering

Learn about the latest updates on Link US

Thursday, October 8, 2020, 6–8pm

> **Live Presentation: 6–6:30pm**

> **Public Oral Comments: 6:30–8pm**

Entérese sobre las actualizaciones de Link US

Jueves, 8 de octubre de 2020, 6–8pm

> ***Presentación en Vivo: 6–6:30pm***

> ***Comentarios Orales Públicos: 6:30–8pm***

CONTACT US / CONTÁCTENOS

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linkunionstation@metro.net

metro.net/linkus

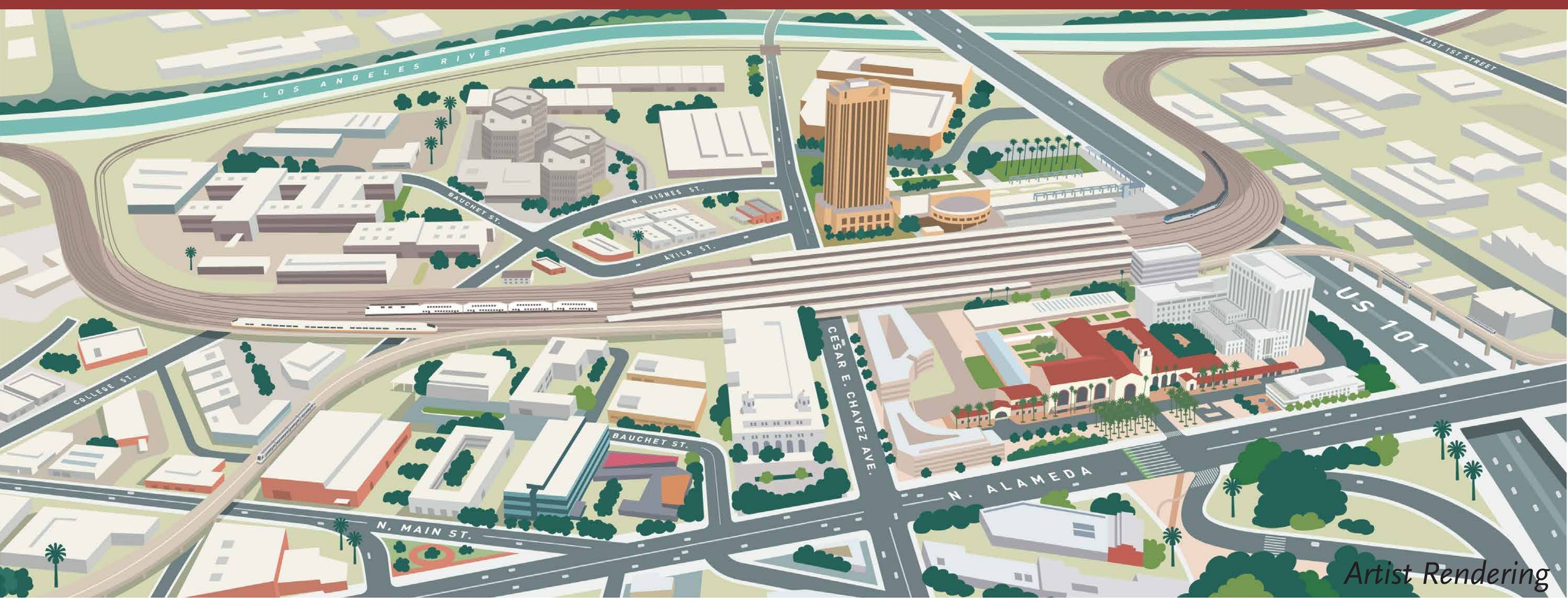
@metrolosangeles

losangelesmetro

323.466.3876

x2 *Español (Spanish)*
x3 中文 *(Chinese)*
x4 한국어 *(Korean)*
x5 Tiếng Việt *(Vietnamese)*
x6 日本語 *(Japanese)*
x7 русский *(Russian)*
x8 Հայերէն *(Armenian)*

Link Union Station Project



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WELCOME

ողջույն

Bienvenido!

환영합니다

ស្វាគមន៍

hoan nghênh

ようこそ

欢迎

Bienvenue

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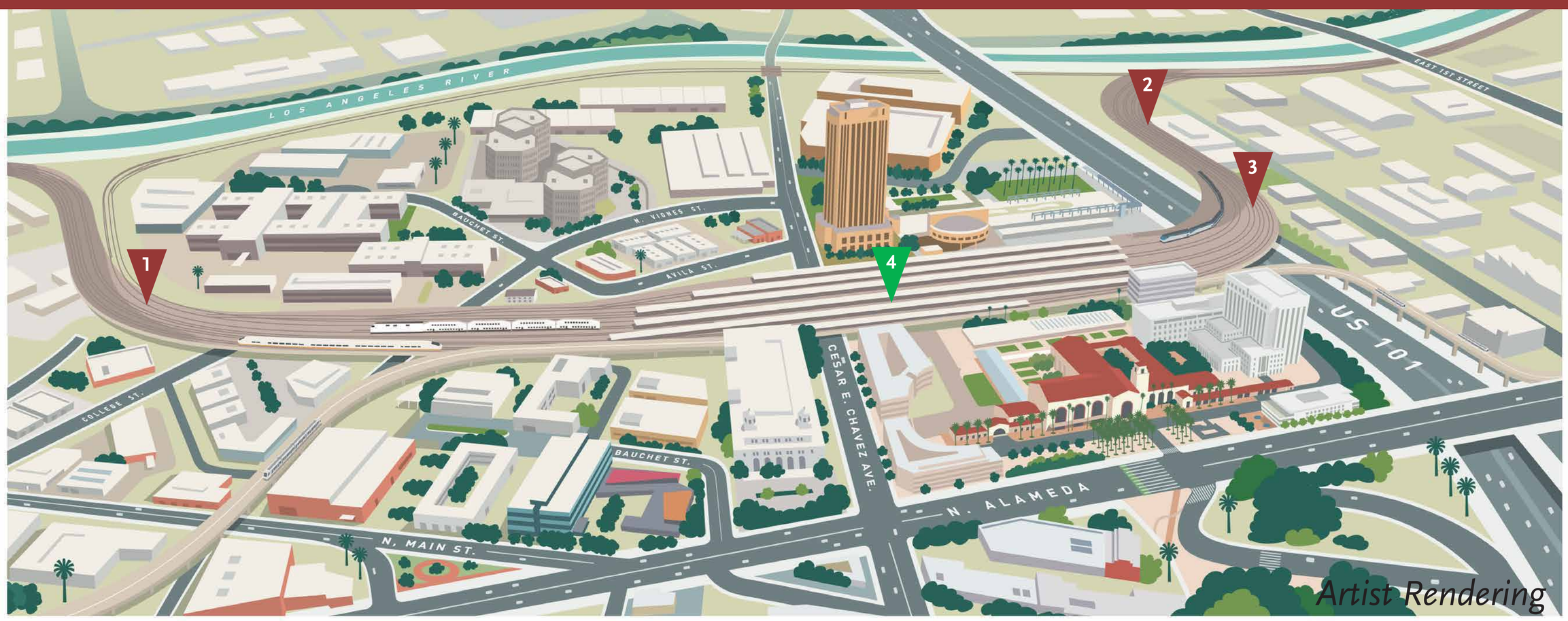
Link Union Station Project

Phasing and Funding Plan



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Phase A

SEGMENT 1 – THROAT AREA

1. Rail signal, communications and track work
2. Utility relocation

SEGMENT 2 – COMMERCIAL & CENTER ST

1. Property acquisition
2. Utility relocation

SEGMENT 3 – VIADUCT & RUN-THROUGH

1. Viaduct structure over US-101 (full width)
2. Two run-through tracks from Union Station Platform 4 to mainline tracks
3. Signal and communication

Phase B

SEGMENT 4 – RAIL YARD/CONCOURSE AREA

1. Raising of the rail yard, new lead tracks, new platforms, as well as new stairs, escalators
2. Concourse-related improvements
3. Add remaining run-through tracks (10 total)

Phase A will enable commuter (Metrolink) and intercity (Amtrak) rail trains to utilize an interim two-track, run-through configuration at LAUS. Phase B is currently unfunded.

FUNDING SOURCE	PHASE A
State Proposition 1A/ High-Speed Rail Bonds	$423M
TIRCP and STIP	$398M
Other Local, State and Federal Funds	$129M
TOTAL	**$950M**

California High-Speed Rail Authority 2018 Business Plan includes **$423 million** for Link US.

The 2018 Transit and Intercity Rail Capital Program (TIRCP) grants awarded by California State Transportation Agency and subsequent State Transportation Improvement Program (STIP) funds approved by California Transportation Commission include a total of $398 million for Link US.

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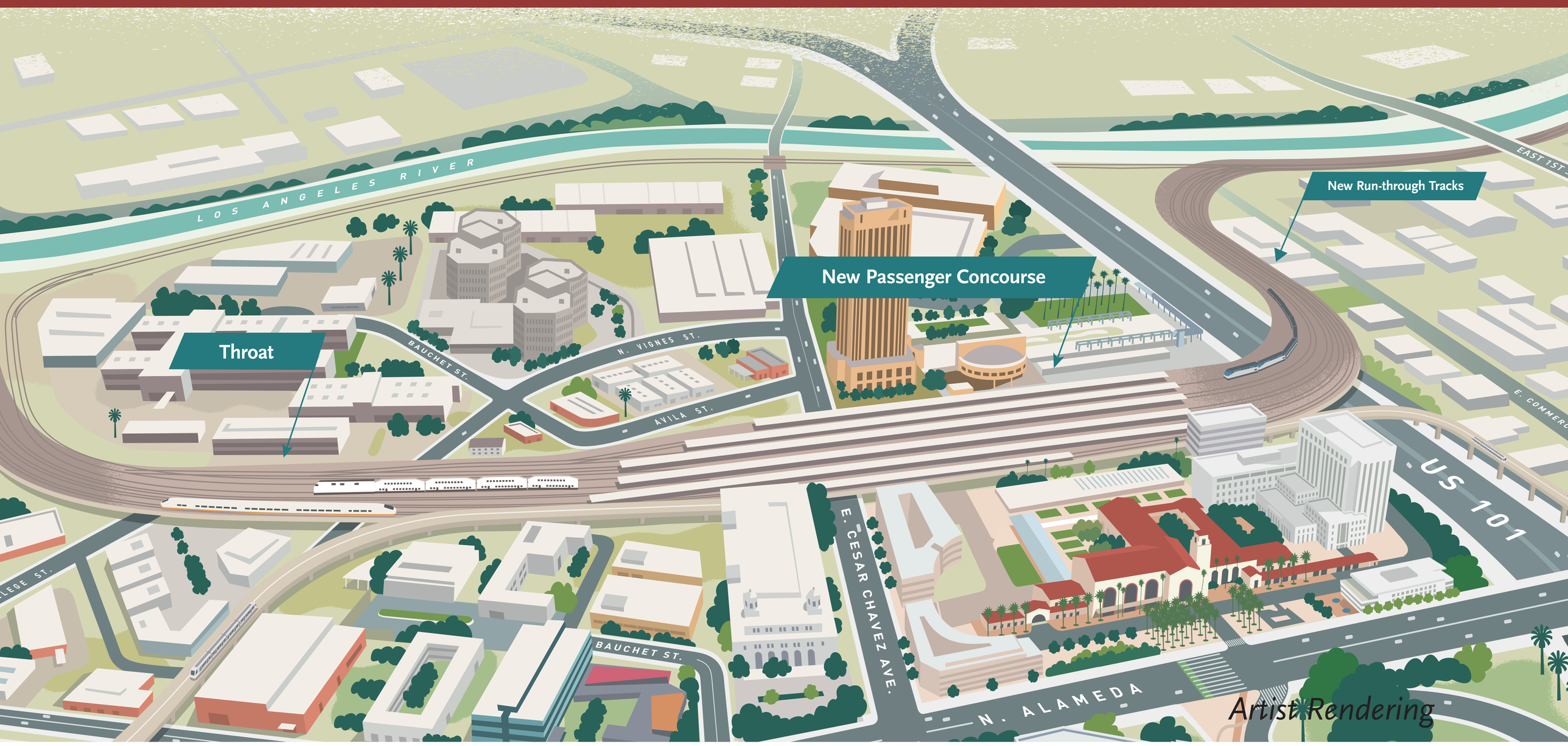
Link Union Station Project

Major Project Components



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1. New lead tracks, elevated rail yard and platforms
2. New concourse-related improvements, including new escalators, elevators and canopies
3. New run-through tracks (including the possibility of a loop track) south of the Los Angeles Union Station (LAUS), over US-101
4. Accommodation of planned California High-Speed Rail System
5. New rail communications, signals and safety improvements
6. Off-site improvements to BNSF Malabar Yard

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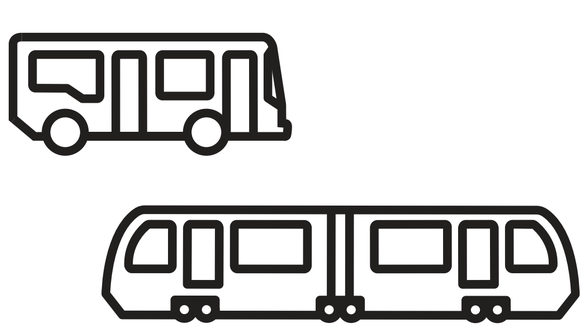
Link Union Station Project

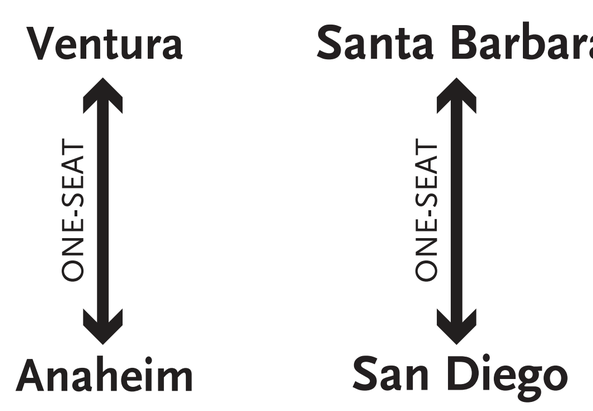
Anticipated Project Benefits

IMPROVE INTRASTATE, INTERCITY & LOCAL TRANSIT CONNECTIVITY



HSR; Metrolink, Amtrak, Metro rail; Metro and municipal bus systems; ridesharing

IMPROVE REGIONAL CONNECTIVITY

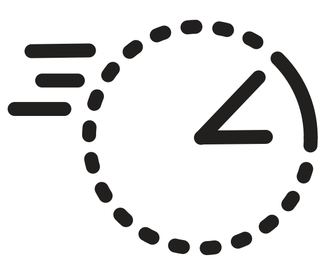


One-seat rides to key destinations in Southern California

INCREASE RAIL SERVICE CAPACITY

Accommodate future demand

REDUCE TRAIN IDLING TIMES

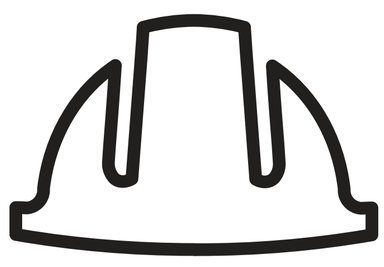


Shorter wait times; fuel savings and emissions reductions per train

FUTURE DEVELOPMENT

Opportunity for transit-oriented development

GENERATE NEW JOBS



Estimated 4,500 temporary jobs per year over five-year period; 200+ permanent jobs

IMPROVE PEDESTRIAN ACCESS

Enhanced accessibility and safety with new elevators, escalators and stairways

ENHANCE PASSENGER EXPERIENCE

New concourse, retail and other amenities and new expanded platforms

IMPROVE US-101 & LOCAL ROADWAYS

Updated design and enhanced safety

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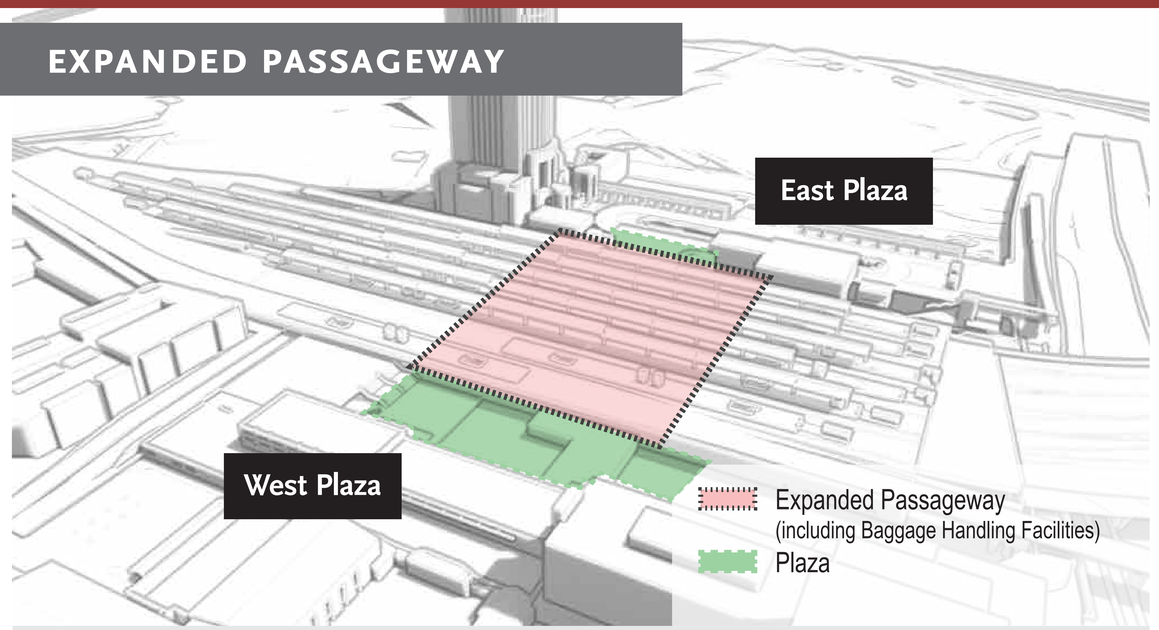
Concourse Concepts under Consideration

EXPANDED PASSAGEWAY



Baggage Pick up/drop off

Baggage pickup/drop off would occur at the East and West Plazas and baggage pick up would occur at a central location within the Expanded Passageway

Operations & Maintenance

Maintenance of approximately 246,000 square feet (West Plaza, East Plaza, Expanded Passageway & Baggage Handling Facilities)

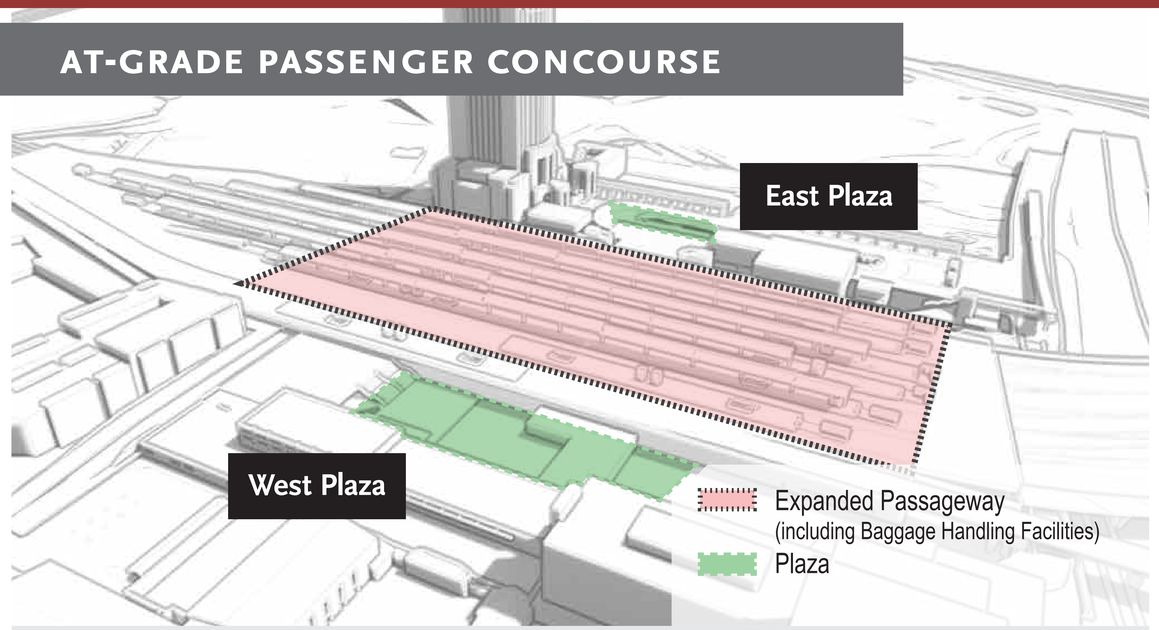
Impacts to the Metro L Line (Gold)

L Line (Gold) service would be temporarily relocated during construction

Preliminary Cost Estimate*

Estimated total project cost approximately $2.3 billion

AT-GRADE PASSENGER CONCOURSE



Baggage Pick up/drop off

Baggage pickup/drop off and ticketing would all occur in a centralized location within the At-Grade concourse

Operations & Maintenance

Maintenance of public space approximately 533,000 square feet (West Plaza, East Plaza, Concourse & Baggage Handling Facilities)

Impacts to the Metro L Line (Gold)

L Line (Gold) service would be temporarily relocated during construction

Preliminary Cost Estimate*

Estimated total project cost approximately $3.3 billion

*Preliminary cost estimate developed in 2018

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Link Union Station Project

Outreach Conducted 2016 through 2020

7 **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)

- > 625 attendees
- > 76 written comments
- > 17 verbal comments

50+ **Stakeholder Briefings and Public Events**

70+ **Social Media Posts**

Mailer Notifications – 23,460 addresses

- > Public Scoping Mailers (NEPA/CEQA)
- > Public Hearing Mailers (CEQA)

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)

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Project History

WE ARE HERE

2016

April
FRA and Metro issue NOI/ NOP to prepare EIS/EIR for Link US Project which accommodates the planned HSR System

2018

October
Metro conducts equal level of evaluation of two track alignment alternatives and two concourse concepts

2019

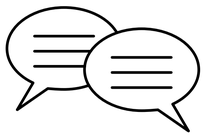
January - March
45 day public comment period

June
Metro certifies Final EIR and adopts CEQA findings and statement of overriding considerations

July
FRA approves NEPA Assignment for CHSRA

2020

September
NOI release and revised NEPA Scoping



ONGOING PUBLIC PARTICIPATION

CEQA = California Environmental Quality Act
CHSRA = California High-Speed Rail Authority
EIR = Environmental Impact Report
EIS = Environmental Impact Statement

FRA = Federal Railroad Administration
HSR = High-Speed Rail
LAUS = Los Angeles Union Station
MOU = Memorandum of Understanding

NEPA = National Environmental Policy Act
NOI = Notice of Intent
NOP = Notice of Preparation

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Link Union Station Project

Key NEPA Environmental Review Milestones

WE ARE HERE

MILESTONE 1

Fall 2020
Revised Notice of Intent

30-day Public Scoping Period

Public Scoping Meeting

MILESTONE 2

Winter 2020 - Spring 2021
Release Draft Environmental Impact Statement (DEIS)

Public Comment Period

Public Hearing

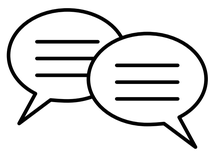
MILESTONE 3

Summer 2021 - Fall 2021
Publish Final Environmental Impact Statement (FEIS)

Responses to Comments

MILESTONE 4

Summer 2021 - Fall 2021
Record of Decsision (ROD)



ONGOING PUBLIC PARTICIPATION

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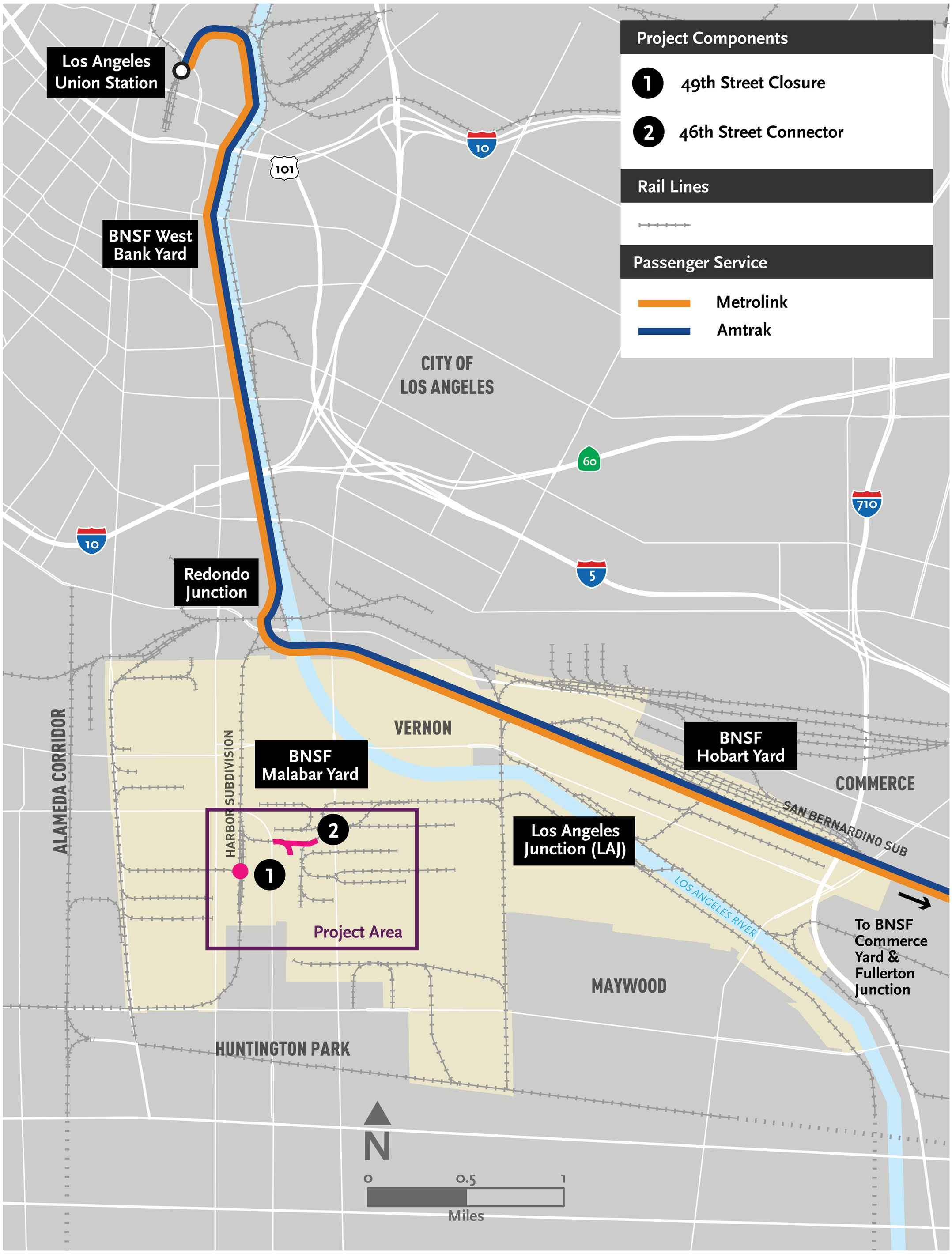
Link Union Station Project

Malabar Yard Off-site Infrastructure Overview



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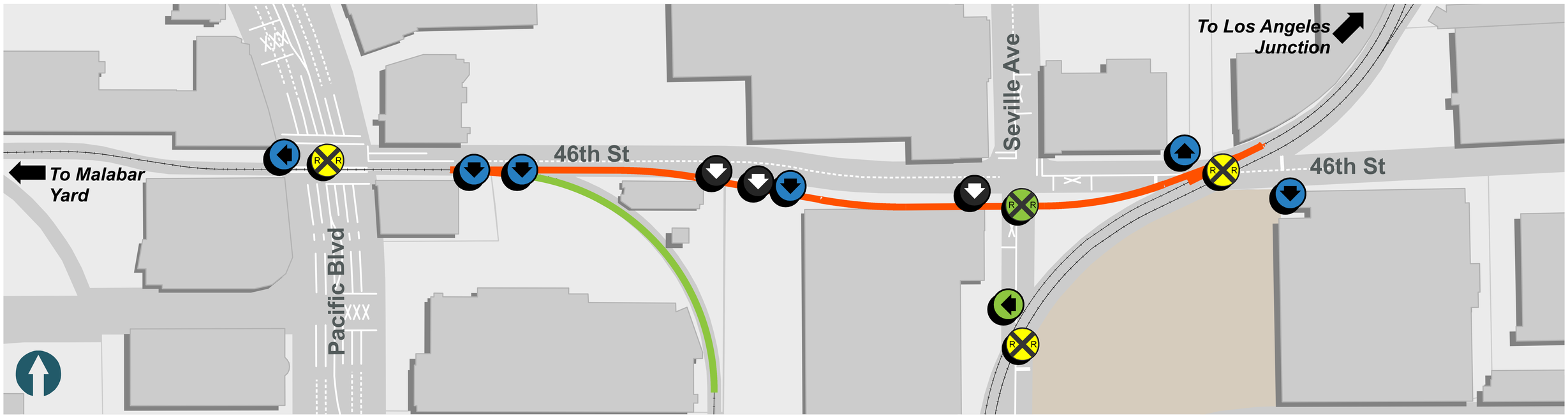
Malabar Yard Off-site Infrastructure

46th Street Connector

Major Project Components

- **New 1,000–foot track connection along 46th Street**
- **Realigned Spur Track**
- **At-grade Crossing Enhancements:**
  - Pacific Boulevard
  - 46th Street
  - Seville Avenue
- **New At-grade Crossing:** Seville Avenue
- **Existing Driveway Maintained/Modified**
- **Proposed New Driveway**
- **Potential Closure of Existing Driveway**
- **Existing Tracks**



Draft - 10% Preliminary Design (Concept Only)

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Malabar Yard Off-site Infrastructure

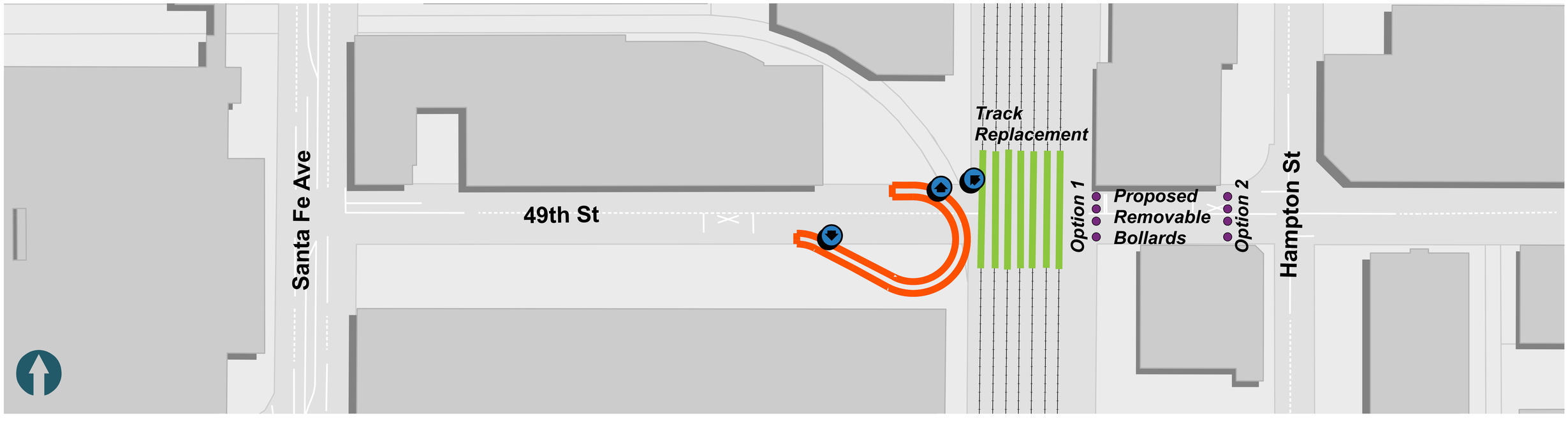
49th Street Closure

Major Project Components

- **Offset Cul-de-Sac**
- **Existing Driveway Maintained/Modified**
- **Track Replacement**

Bollards (Two site options)

- Option 1
- Option 2 (with removal of parking)



Draft - 10% Preliminary Design (Concept Only)

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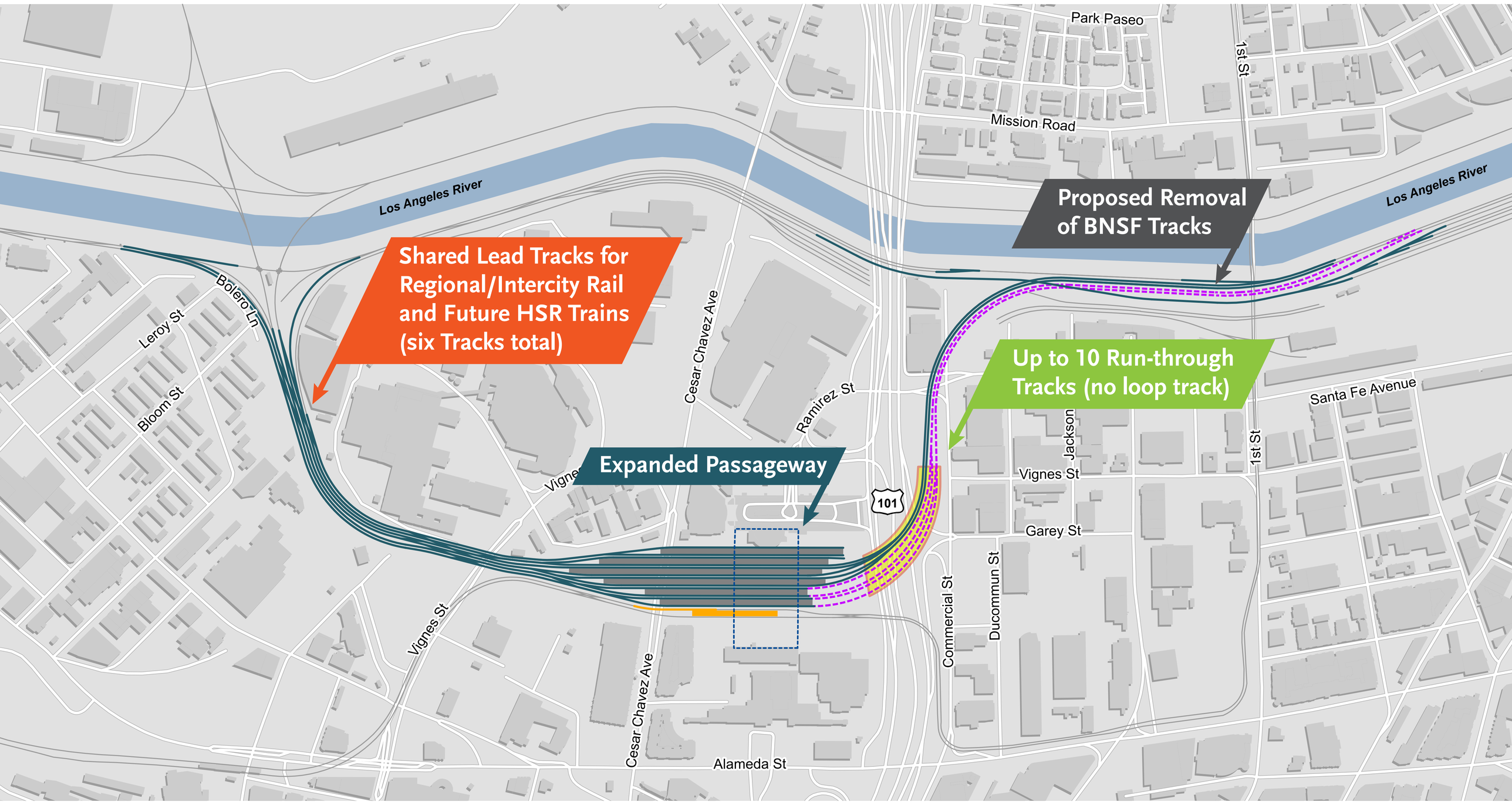
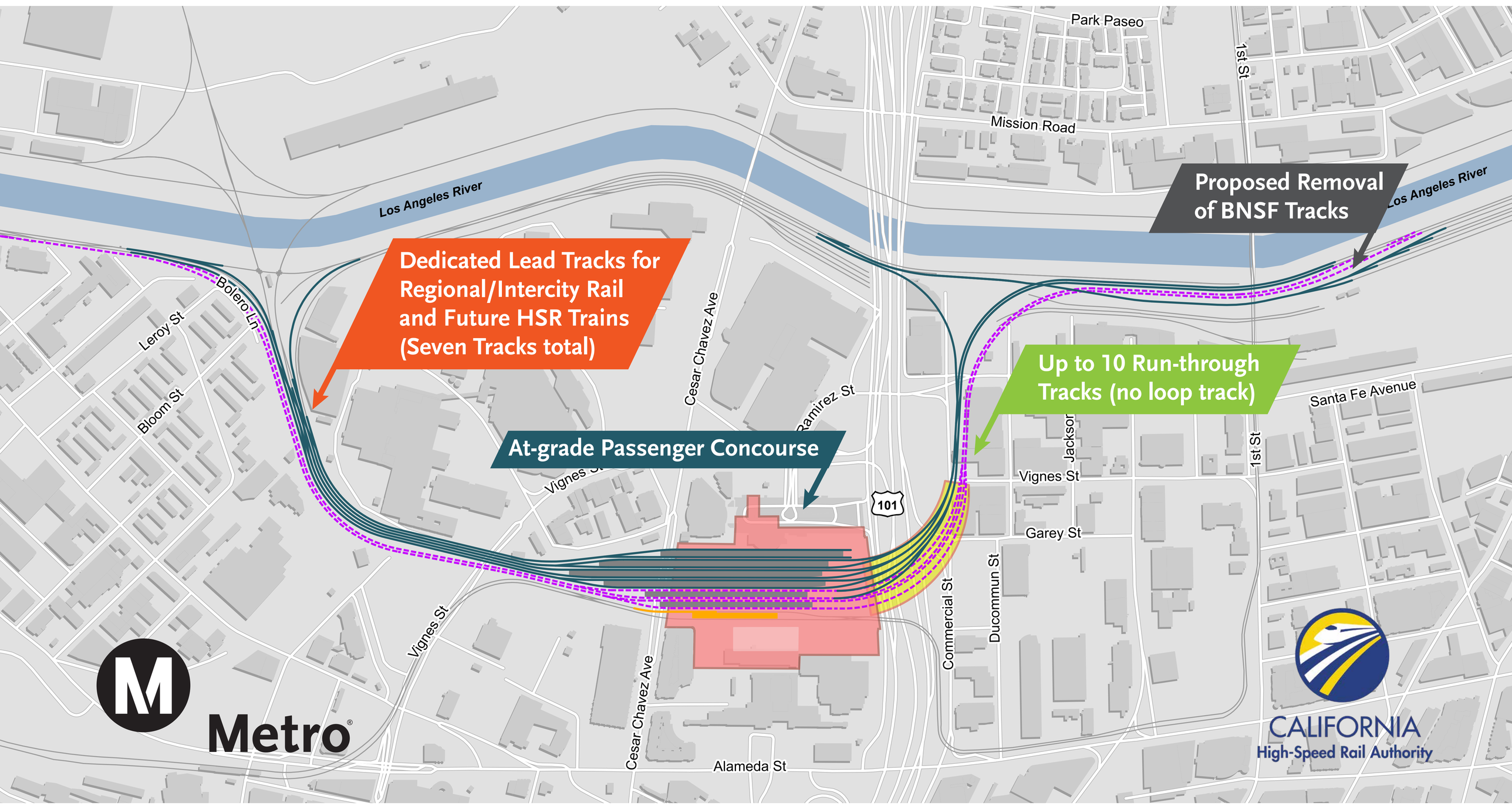
Build Alternatives 1 and 2

Build Alternative 1



Build Alternative 2



Link Union Station Project

Traffic Study Area in City of Vernon for Malabar Yard Off-site Improvements

Traffic Study Area in City of Vernon for Malabar Yard Off-Site Improvements

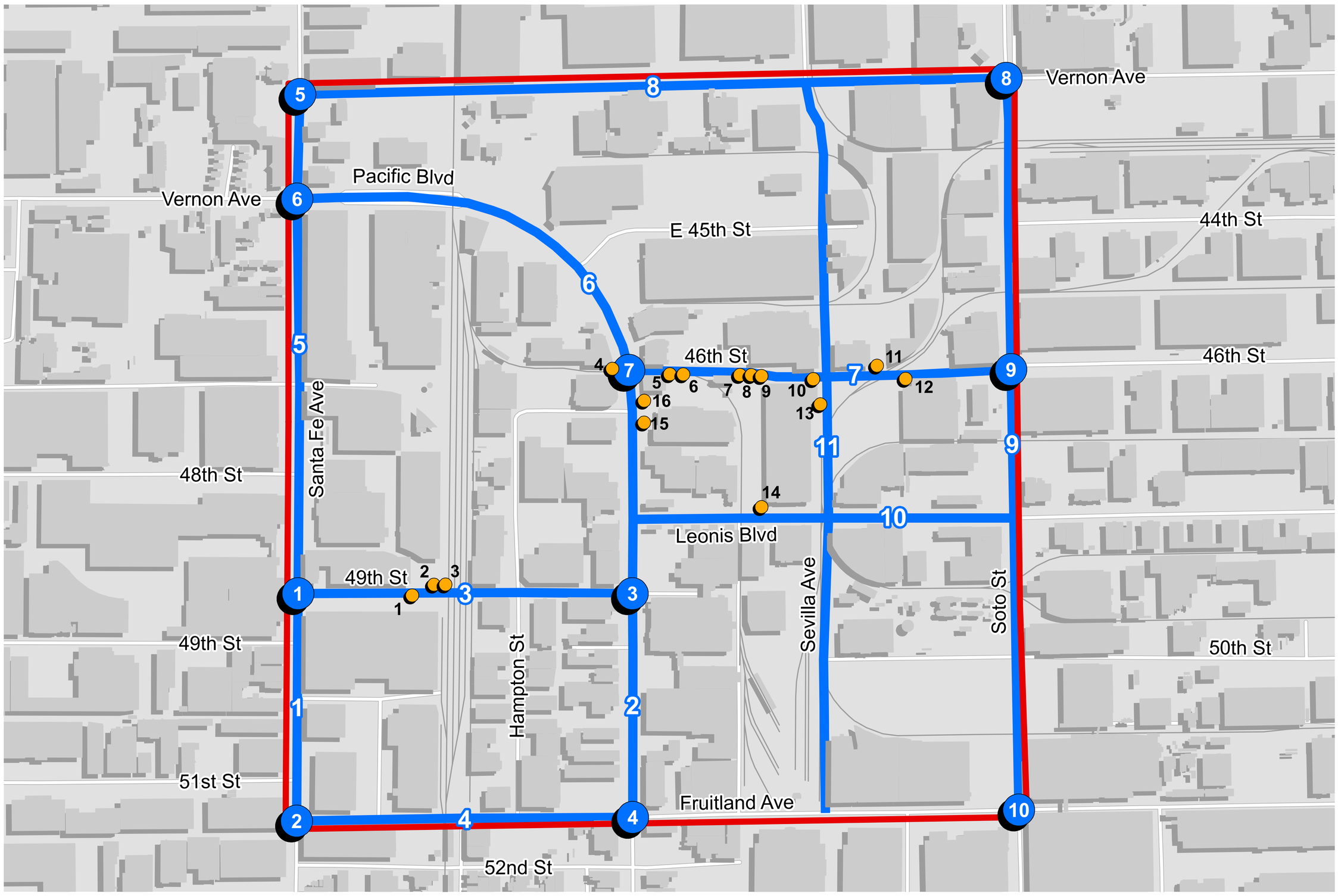
Roadway Segment

1. Santa Fe Avenue from E 49th Street to Fruitland Avenue
2. Pacific Boulevard from E 49th Street to Fruitland Avenue
3. E 49th Street from Santa Fe Avenue to Pacific Boulevard
4. Fruitland Avenue from Santa Fe Avenue to Pacific Boulevard
5. Santa Fe Avenue between 49th Street and Vernon Avenue
6. Pacific Boulevard between 49th Street and Santa Fe Avenue
7. 46th Street between Soto Street and Pacific Boulevard
8. Vernon Avenue between Soto Street and Santa Fe Avenue
9. Soto Street between Fruitland Avenue and Vernon Avenue
10. Leonis Boulevard between Pacific Boulevard and Soto Street
11. Seville Avenue between Fruitland Avenue and Vernon Avenue

Driveway to be Studied

Intersection

1. Santa Fe Avenue and E 49th Street
2. Santa Fe Avenue and Fruitland Avenue
3. Pacific Boulevard and E 49th Street
4. Pacific Boulevard and Fruitland Avenue
5. Vernon Avenue and Santa Fe Avenue
6. Santa Fe Avenue and Pacific Boulevard
7. 46th Street and Pacific Boulevard
8. Vernon Aveune and SotoStreet
9. 46th Street and Soto Street
10. Fruitland Avenue and Soto Street



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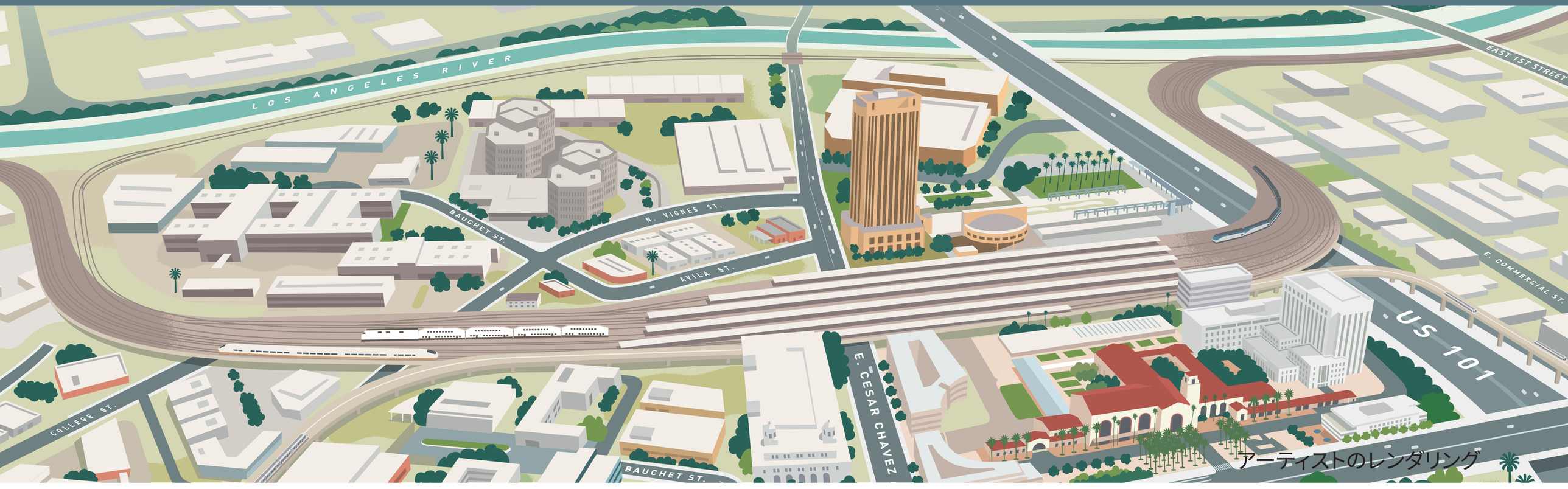
Join us for the Link Union Station Virtual Scoping Meeting

ユニオンステーションのバーチャル.
スコーピングミーティングにご参加ください.



アーティストのレンダリング

Learn about the latest updates on Link US

Thursday, October 8, 2020, 6-8pm

> **Live Presentation: 6-6:30pm**
> **Public Oral Comments: 6:30-8pm**

Link USの最新情報を学び

2020年10月8日、木曜日6:00–8:00pm

> ライブのプレゼンテーション: 6–6:30pm
> 民間から口頭でご意見を伺う: 6:30–8pm

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linkunionstation@metro.net
metro.net/linkus
@metrolosangeles
losangelesmetro

323.466.3876
x2 *Español (Spanish)*
x3 中文 *(Chinese)*
x4 한국어 *(Korean)*
x5 Tiếng Việt *(Vietnamese)*
x6 日本語 *(Japanese)*
x7 русский *(Russian)*
x8 Հայերէն *(Armenian)*

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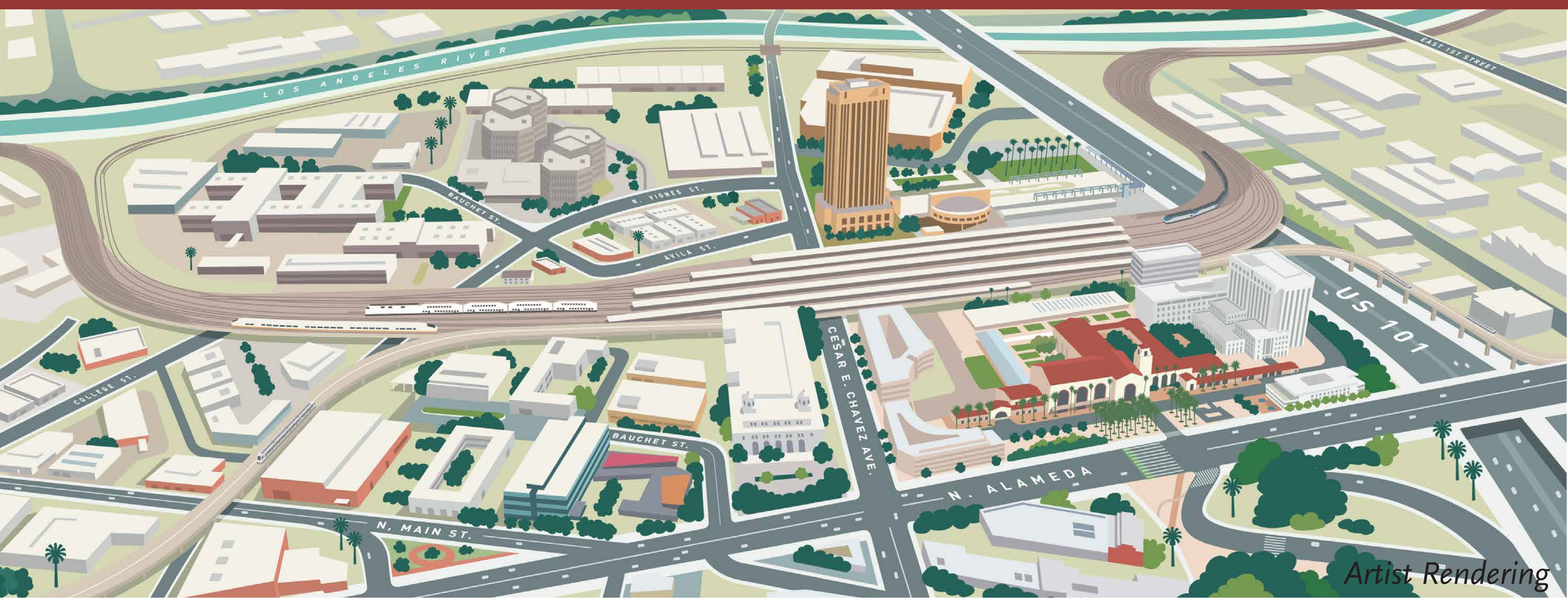

Artist Rendering

WELCOME

ողջույն

Bienvenido!

환영합니다

ស្វាគមន៍

hoan nghênh

ようこそ

欢迎

Bienvenue

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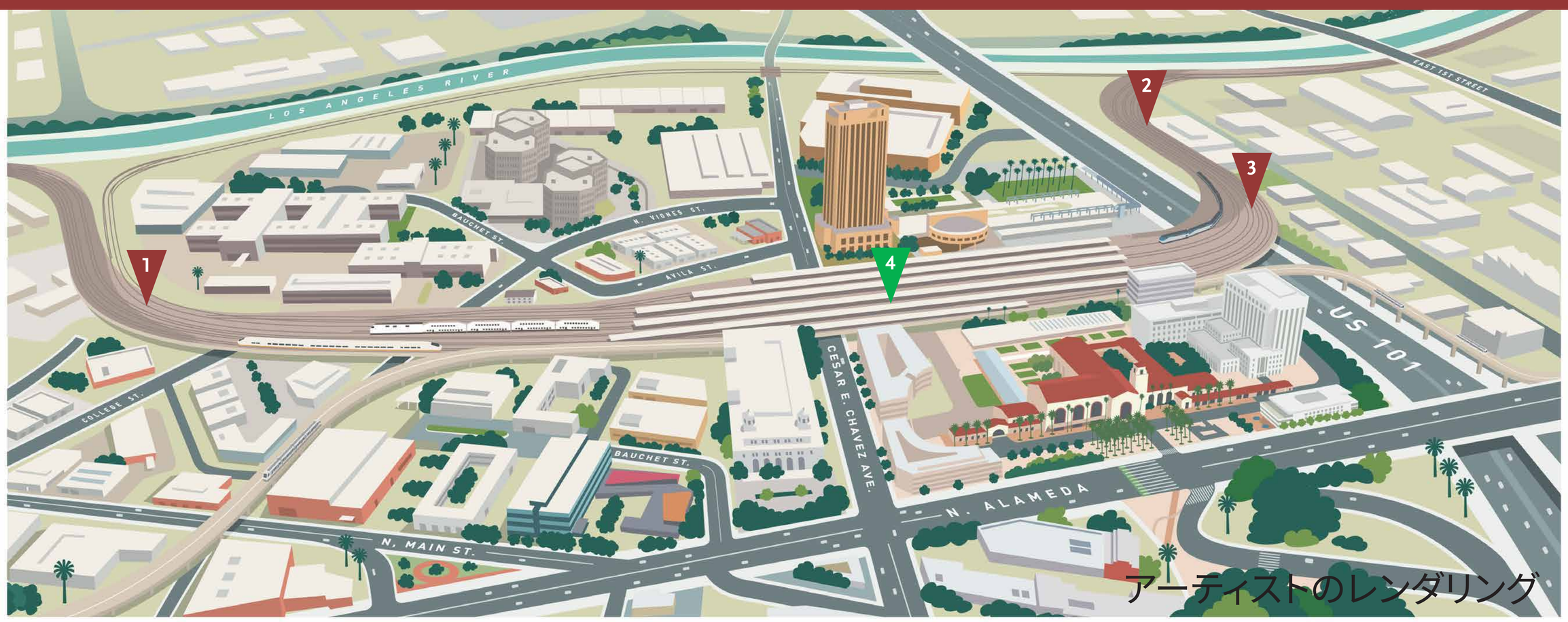
Link Union Station Project

フェーズと資金計画



アーティストのレンダリング

フェーズ A

セグメント1ーストロートエリア

1. 鉄道信号、通信と保線工事
2. ユーティリティの移転

セグメント2ーCommercial とCenter St

1. プロパティの買収
2. ユーティリティの移転

セグメント3ー高架橋とランスルー

1. 高速US-101の上方に高架橋を構造（全幅）
2. ユニオンステーションのプラットフォーム４から幹線線路に２本のランスルー線路
3. 信号と通信

フェーズ B

セグメント4ーレールヤード／コンコースエリア

1. 高くしたレールヤード、新リードトラック、新プラットフォーム、新階段、エスカレーター
2. コンコース関連の改善
3. 残りのランスルー線路を追加（全10本）

フェーズAは通勤客（メトロリンク）と都市間（アムトラック）の鉄道が、LAUSの暫定の2本の線路、ランスルーの構成を利用できるようにする. フェーズBは現在資金供給がない.

資金源	フェーズ A
州の住民投票事項 1A/高速鉄道公債	$423M
TIRCP と STIP	$398M
その他の地域、州、連邦からの資金	$129M
合計	**$950M**

カリフォルニア高速鉄道オーソリティの2018年度事業計画には、Link USのための$423ミリオン（4億2千 3百万ドル）が含まれる.

2018年度トランジットと都市間の投資計画(TIRCP)の助成金が、カリフォルニア州交通局から出され、続いてく州の運輸改善プログラム(STIP)の資金が、Link USのための計$398ミリオン（3億9千8百万ド）を含めて、カリフォルニア運輸委員会によって承認された.

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プロジェクトの主要素

アーティストのレンダリング

1. 新しいリードトラック、高くしたレールヤードとプラットフォーム
2. 新しいエスカレーター、エレベーター、カノピーを含む新しいコンコース関連の改善
3. **LAUS**の南、高速**US-101**の上方に新しいランスルー線路（ループトラックになる可能性も含む）
4. 計画されたカリフォルニア高速鉄道システムへの対応
5. 新しい鉄道通信、信号、安全性の向上
6. **BNSF Malabar Yard**へのオフサイトの向上

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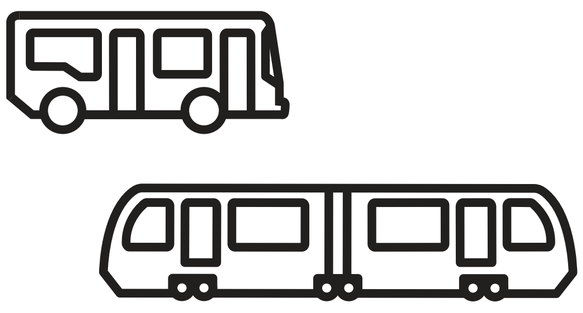
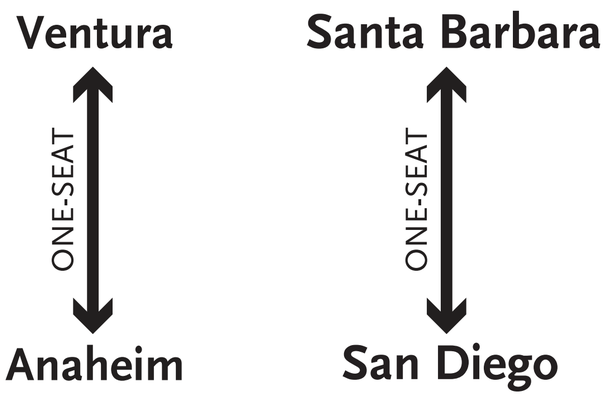
予想されるプロジェクトの有益性

州内、都市間、地方交通の接続性を改善



メトロリンク、アムトラック、メトロ鉄道；メトロと地方自治体のバスシステム；ライドシェア

地域の接続性を向上

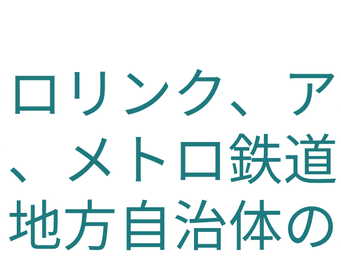


ワンシートライドで南カリフォルニア内の主要目的地へ

鉄道サービスの収容能力が増加する

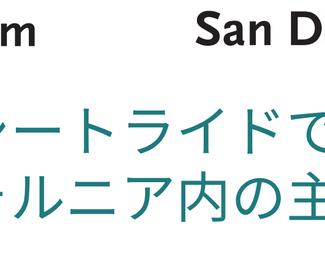
将来の需要に対応する

電車のアイドリング時間を軽減する



待ち時間の短縮；電車ごとの燃料節約と排気ガスの削減

将来の開発



トランジットを重視した開発の好機

新しい雇用の創出

5年間で年間4,500件以上の臨時雇い; 200件以上の正規雇用が推定される

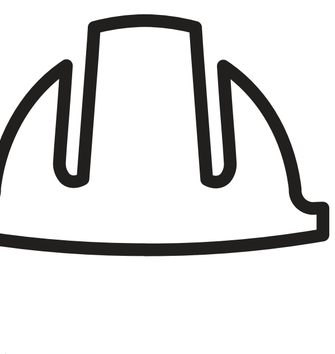
歩行者のアクセス向上

新しいエレベーター、エスカレーター、階段によって、アクセス性と安全性が強化される

乗客の体験をより充実させる

新しいコンコース、鉄道その他のアメニティ、新しく拡張されたプラットフォーム

US-101＆ローカルの道路



更新されたデザインと強化された安全性

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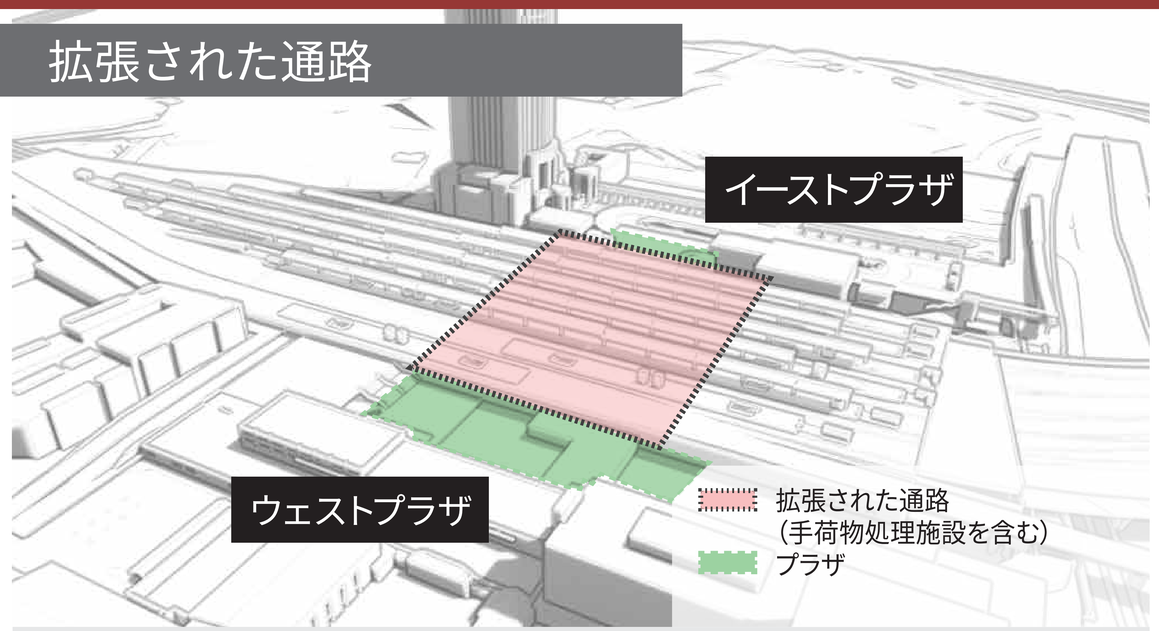
検討中のコンコースのコンセプト

拡張された通路



手荷物処理

手荷物の受け取り／預け場所は、イーストとウェストプラザのところになり、手荷物受け取り場所は拡張された通路内の中央にできる

オペレーションと整備

約246,000平方フィート（ウェストプラザ、イーストプラザ、拡張した通路、手荷物処理施設）の整備

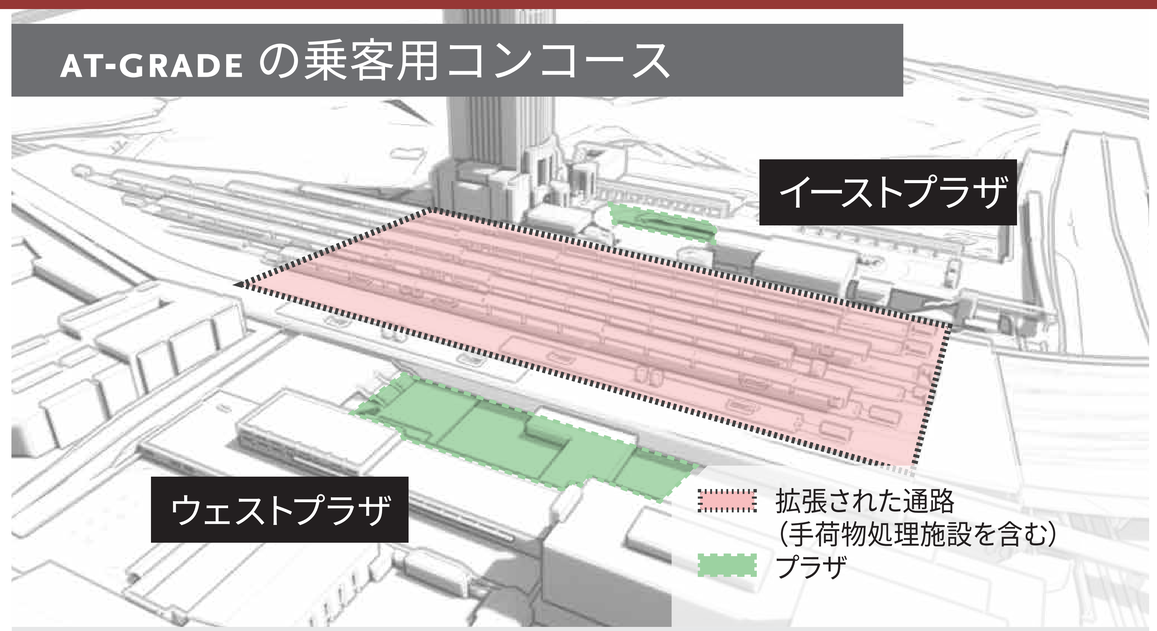
メトロのL ライン（ゴールド）

Lライン（ゴールド）のサービスは、工事中は一時的に移転される

費用の仮見積もり*

プロジェクトの総費用の見積もりは、およそ$2.3ビリオン(23億ドル)

AT-GRADE の乗客用コンコース



手荷物処理

手荷物の受け取り／預け場所と発券場所は、At-Gradeのコンコース内の中央にできる

オペレーションと整備

約533,000平方フィート（ウェストプラザ、イーストプラザ、コンコース、手荷物処理施設）の公共の場の整備

メトロLライン（ゴールド）への影響

Lライン（ゴールド）は、工事中は仮の場所に移転する

費用の仮見積もり*

プロジェクトの総費用の見積もりは、およそ$3.3ビリオン(33億ドル)

*費用の仮見積もりは2018年に出された

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2016年～2020年の間に行われたアウトリーチ

7 **Link US公聴会**

NEPA/CEQA 共同でのアウトリーチのイベント
> 公開スコーピングミーティング **(2016)**
> コミュニティのミーティング（**(2016)**
> ウィリアムミードホームのコミュニティワークショップ**(2017)**

CEQA アウトリーチのイベント
> **LAUS** オープンハウス **(2018** 年と**2019**年**)**
> **EIR** ドラフトの公聴会 **(2019**年**)**
> ウィリアムミードホームズのコミュニティミーティング **(2019)**

> **625** 人の参加者
> **76** 件の書面でのコメント
> **17** 件の口頭でのコメント

50+ 利害関係者ブリーフィングと公開イベントソーシャルメディアへの投稿

70+ ソーシャルメディアの投稿

メイラー通知－23,460のEメールアドレスに

> 公開スコーピングミーティングのメイラー **(NEPA/CEQA)**
> 公聴会のメイラー **(CEQA)**

Eメールで更新情報－23,145以上の連絡

> **30**以上のEブブラストで、プロジェクトの最新情報とイベントのプレゼンテーション
> 公開スコーピングミーティングに関する**3**つのEブラスト **(NEPA/CEQA)**
> オープンハウスに関す**7**つのEブラスト **(CEQA)**
> **EIR**ドラフト公聴会のため**6**つのEブラスト **(CEQA)**

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Link Union Station Project

プロジェクトの歴史

私たちは
ここ
にいる

2016

4月
FRAとメトロは、計画された HSRシステムに対応する Link USのためのEIS/EIRを準備するために、NOI/NOP を発表する

2018

10月
メトロは2本の線路編成代替案と2つのコンコースのコンセプトを、それぞれ同等レベルでの評価を実施する

2019

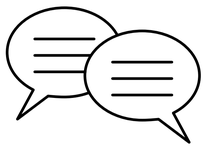
1月～3月
45 日間の民間意見聴取期間

6月
メトロは最終版EIRを認証し、CEQAの所見と検討事項を優先 する声明書を採り入れる

7月
FRAはCHSRAのためのNEPA アサインメントを承認する

2020

9月
NOI発表と改訂版NEPAスコーピング



継続的な市民参加

CEQA = カリフォルニア環境質法
CHSRA = カリフォルニア高速鉄道局
EIR = 環境への影響報告
EIS = 環境への影響説明書

FRA = 連邦鉄道局
HSR = 高速鉄道
LAUS = ロサンゼルス・ユニオンステーション
MOU = 覚書

NEPA = 国家環境政策法
NOI = 意図の通知
NOP = 準備の通知

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Link Union Station Project

NEPA現在

私たちは
ここ
にいる

マイルストーン 1	マイルストーン 2	マイルストーン 3	マイルストーン 4
2020年秋 改定版意図の通知	**2020**年冬から**2021**年春 環境への影響声明書 のドラフト発表 (DEIS)	**2021**年夏から**2021**年秋 最終版の環境への影響声 明書 (FEIS)	**2021**年夏から**2021**年秋 決定の記録 (ROD)
30日間の公開スコーピン グ期間	民間意見聴取期間	コメントへの対応	
公開スコーピングミーティング	公聴会		

継続的な市民参加

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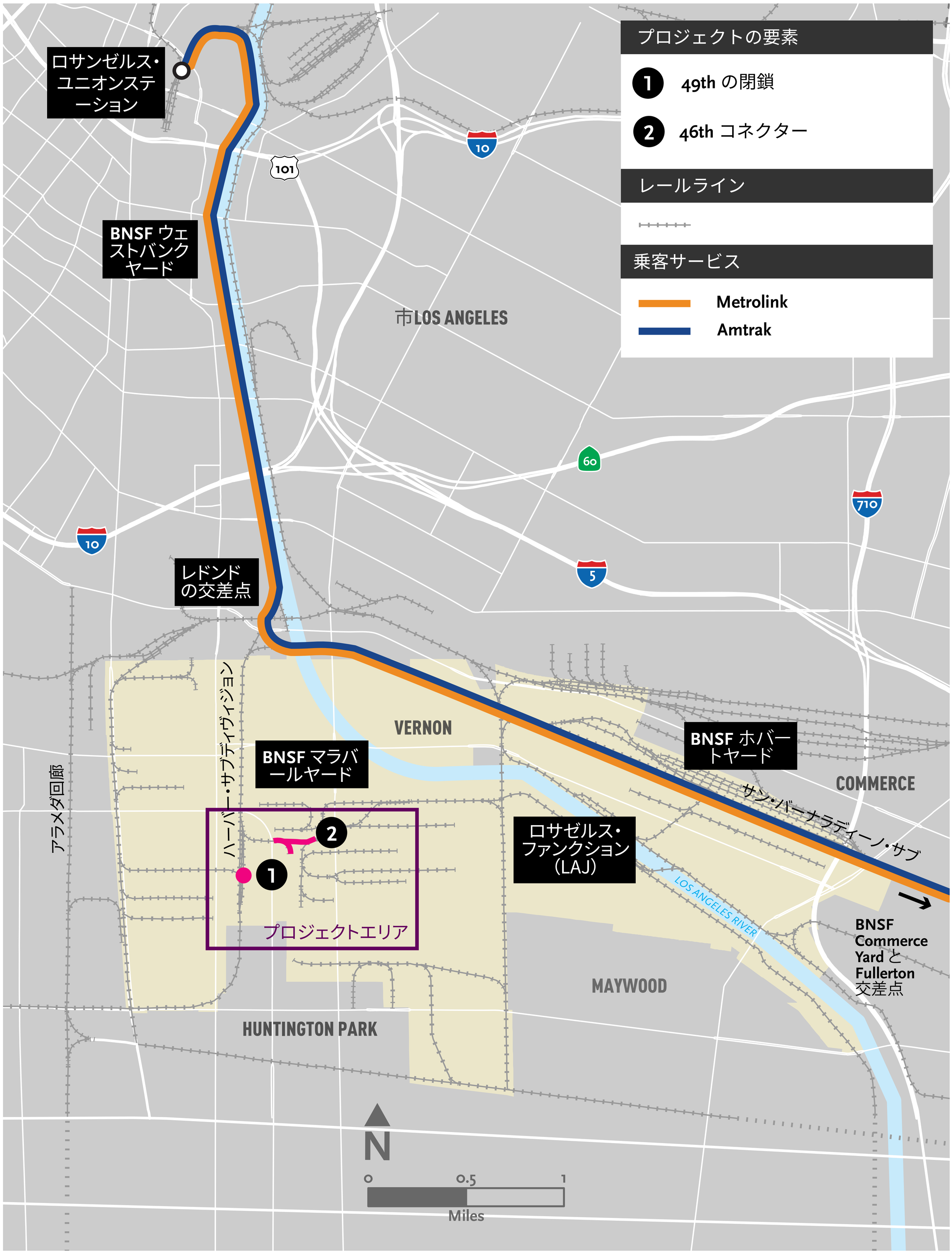
Link Union Station Project

Malabar Yard オフサイトの基礎構造の概要



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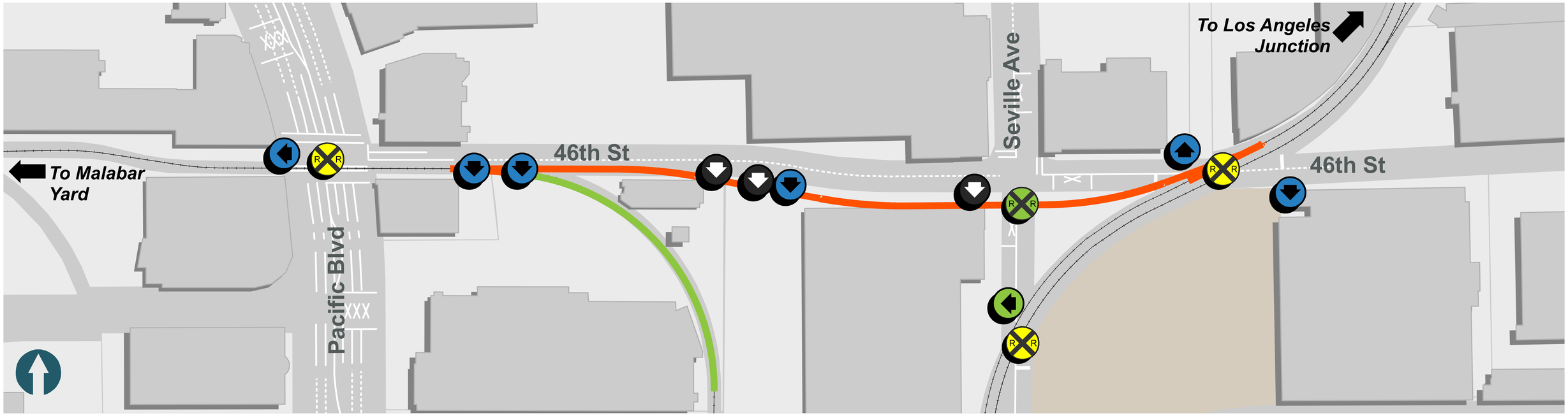
Malabar Yard オフサイトの基礎構造

46th コネクター

プロジェクトの主要素

- **46th Street** に沿う新しい**1,000**フィートの線路
- 再編成された **Spur Track**
- **At-grade** の踏切を強化:
  - Pacific Boulevard
  - 46th Street
  - Seville Avenue
- 新しい**At-grade**の踏切: Seville Avenue
- 既存のドライブウェイの維持／改善
- 提案された新しいドライブウェイ
- 既存のドライブウェイの閉鎖可能性
- 既存の線路



ドラフト－10%予備設計（コンセプトのみ）

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Malabar Yard オフサイトの基礎構造

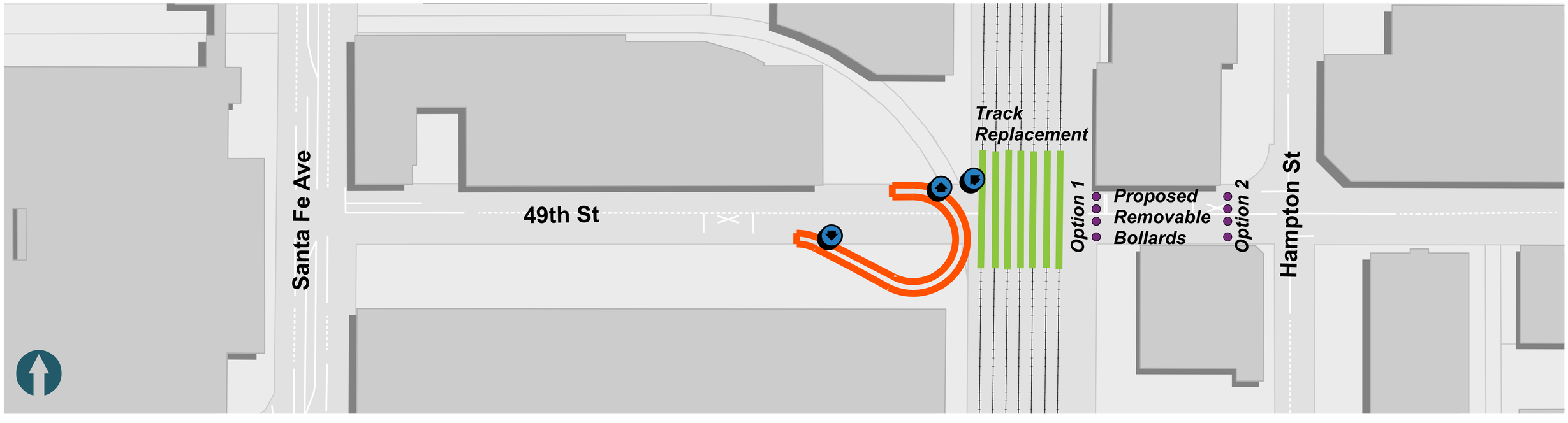
49th Street の閉鎖

プロジェクトの主要素

- カル・デ・サクのオフセット
- 既存のドライブウェイを維持／改善
- 線路の取り換え

ボラード（2つのサイトオプション）

- オプション 1
- オプション 2 (公園の排除も)



ドラフト－10%予備設計（コンセプトのみ）

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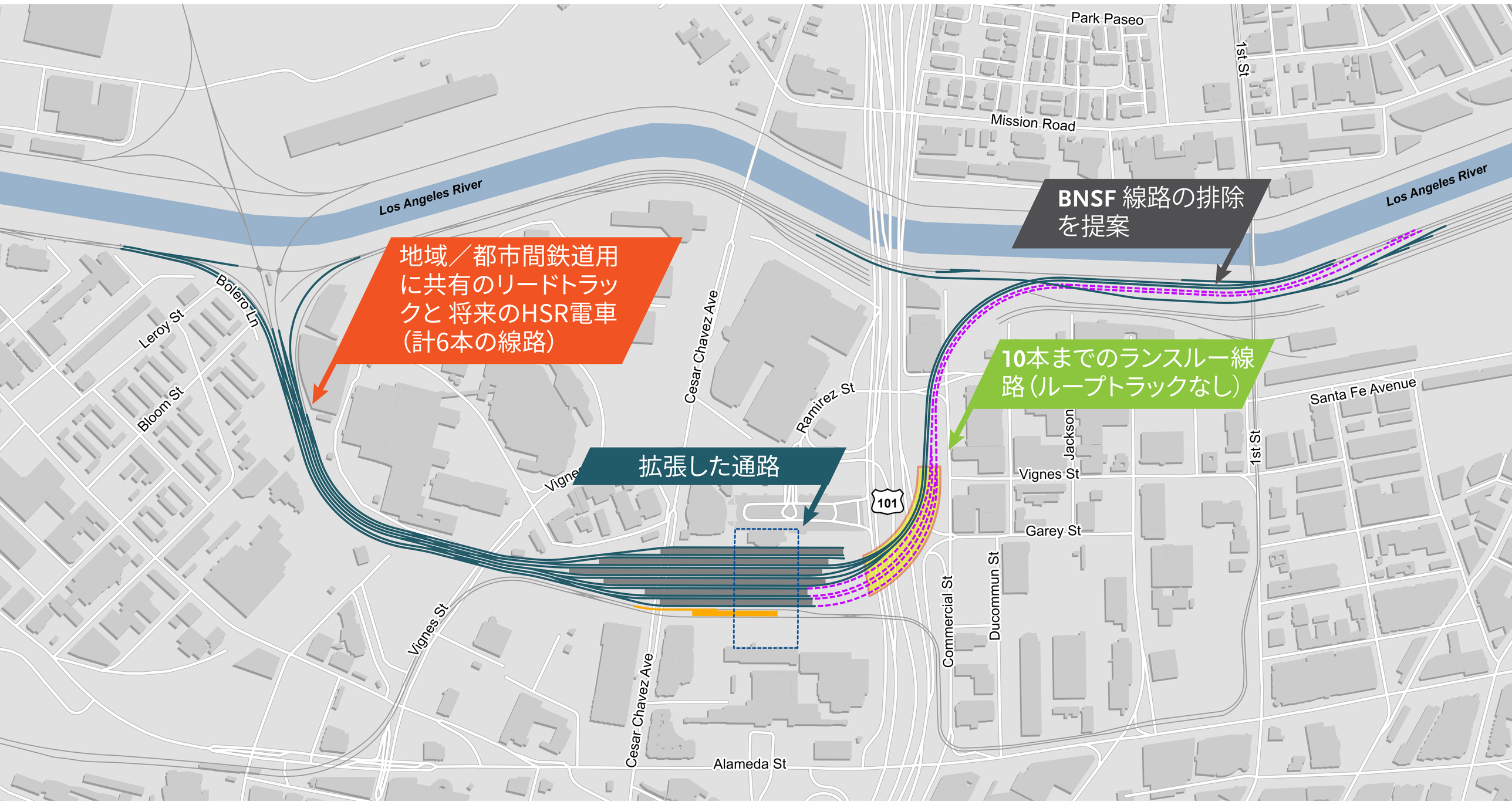
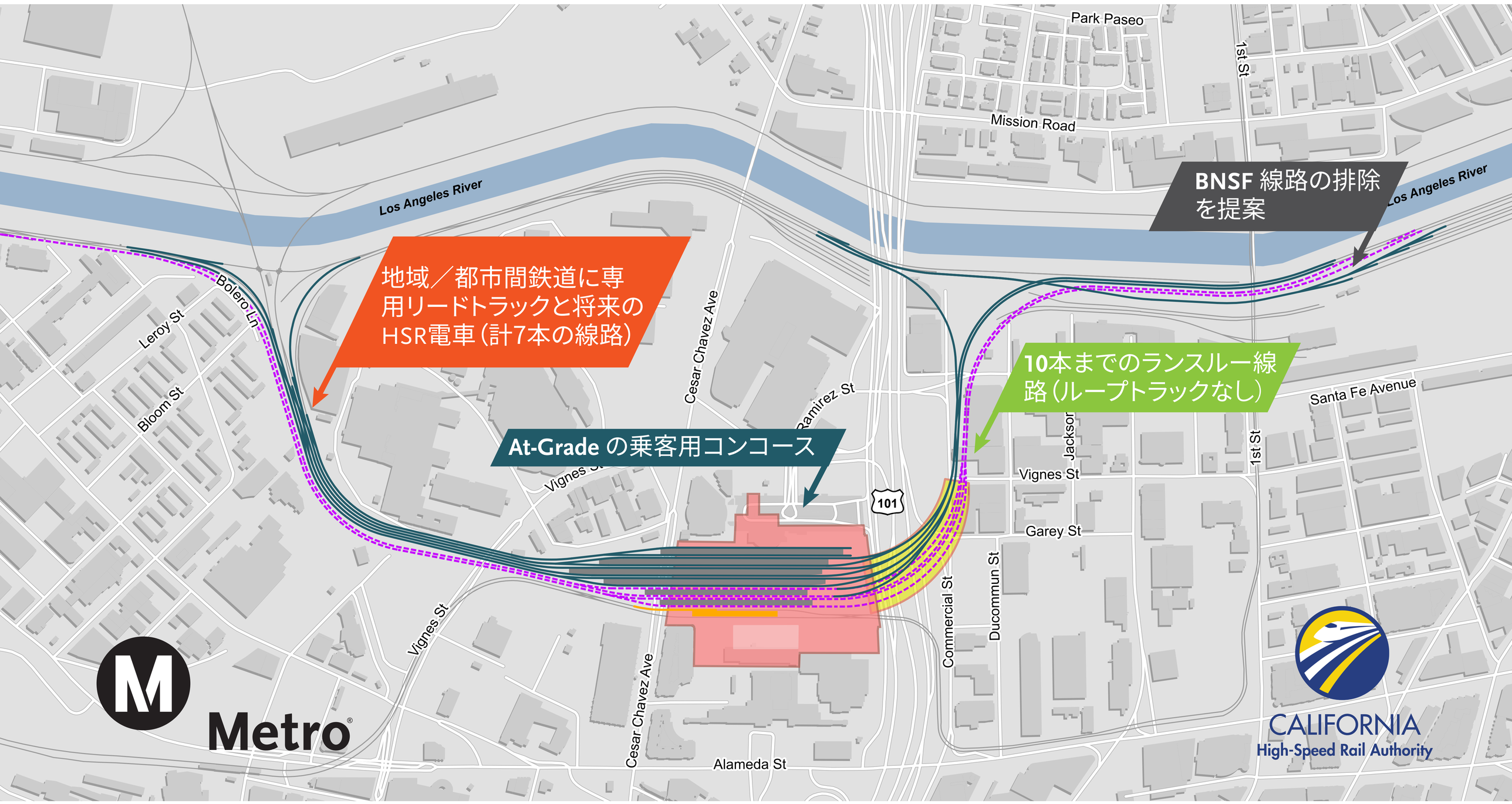
Link Union Station Project

ビルド代替案 1 と 2

ビルド代替案 1



ビルド代替案 2



Link Union Station Project

Malabar Yard オフサイト改善のためのVernon市の交通調査エリア

Malabar Yard オフサイト改善のためのVernon市の交通調査エリア

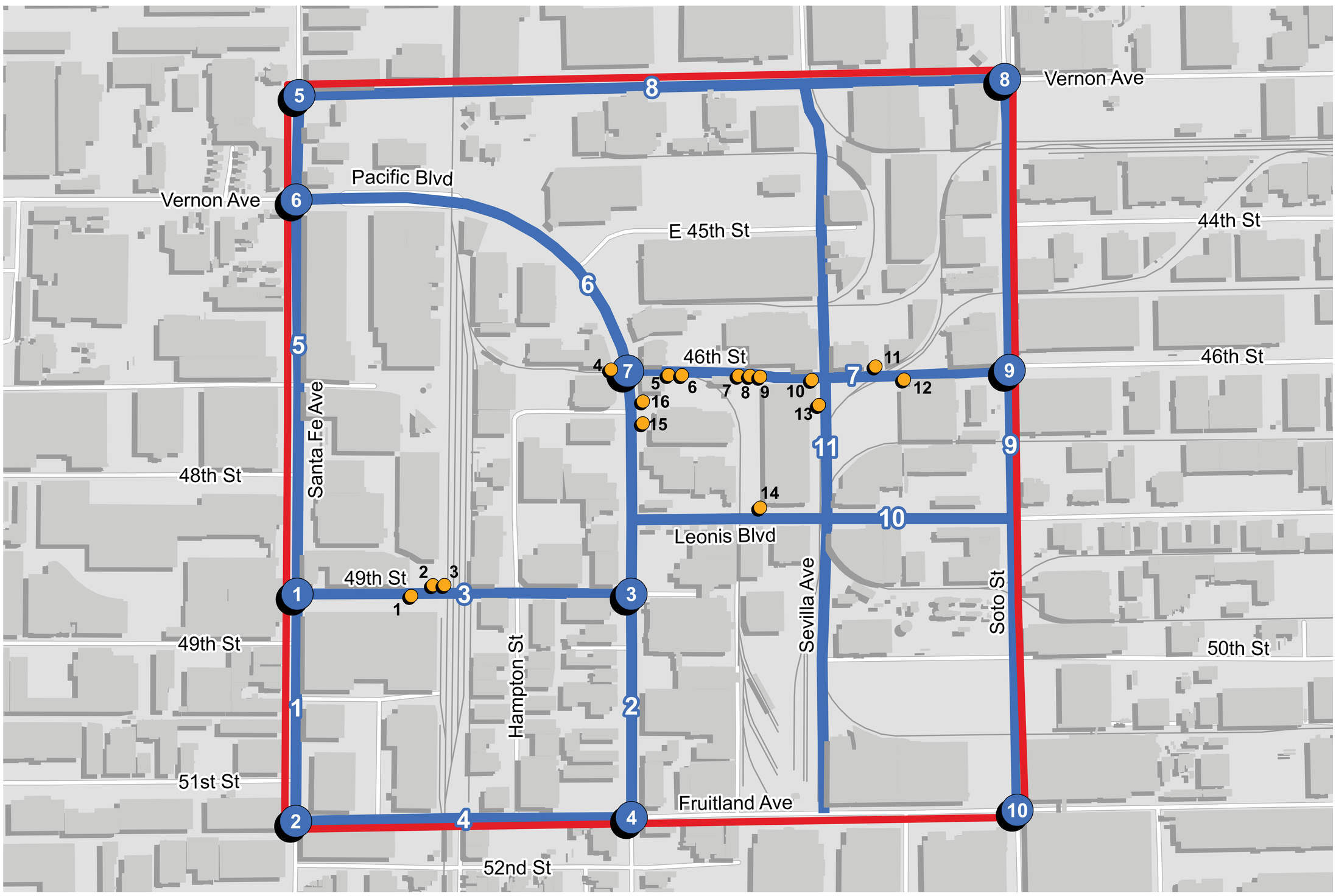
車道の区分

1. E 49th StからFruitland AvのSanta Fe Av
2. E 49th St からFruitland Av のPacific Bl
3. Santa Fe Av からPacific BlのE 49th St
4. Santa Fe AvからPacific BlのFruitland Av
5. 49th Str とVernon Avの間のSanta Fe Av
6. 49th St とSanta Fe Avの間のPacific Bl
7. Soto StとPacific Boulevard46th の間の46th St
8. Soto SとSanta Fe Avの間のVernon Av
9. Fruitland AvとVernon Avの間のSoto Street
10. Pacific BlとSoto Streetの間のLeonis Bl
11. Fruitland AvとVernon Avの間のSeville Av

調査される私道

交差点

1. Santa Fe Av と E 49th Str
2. Santa Fe Av とFruitland Av
3. Pacific BlとE 49th St
4. Pacific Bl とFruitland Av
5. Vernon Av とSanta Fe Av
6. Santa Fe AとPacific Bl
7. 46th St とPacific Bl
8. Vernon Av とSoto Street
9. 46th St とSoto St
10. Fruitland Av とSoto St



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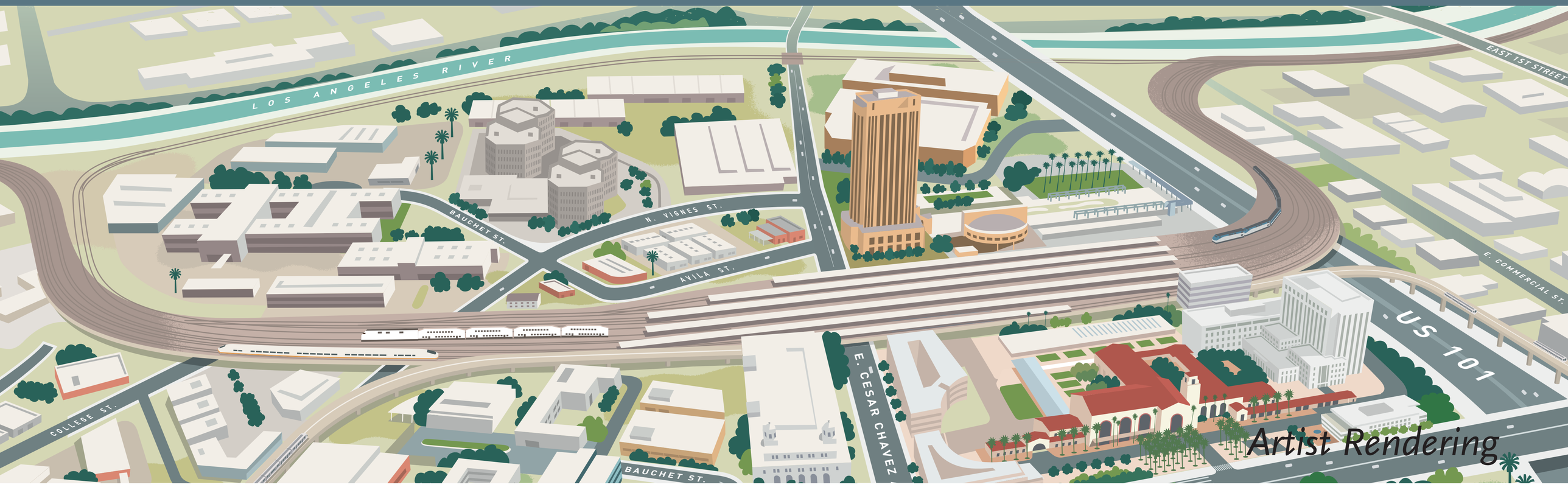
Join us for the Link Union Station Virtual Scoping Meeting.

Acompáñenos para una Exhibición Abierta de Link Union Station.



Artist Rendering

Learn about the latest updates on Link US

Thursday, October 8, 2020, 6–8pm

> **Live Presentation: 6–6:30pm**

> **Public Oral Comments: 6:30–8pm**

Entérese sobre las actualizaciones de Link US

Jueves, 8 de octubre de 2020, 6–8pm

> ***Presentación en Vivo: 6–6:30pm***

> ***Comentarios Orales Públicos: 6:30–8pm***

CONTACT US / CONTÁCTENOS

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213.922.2524

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metro.net/linkus

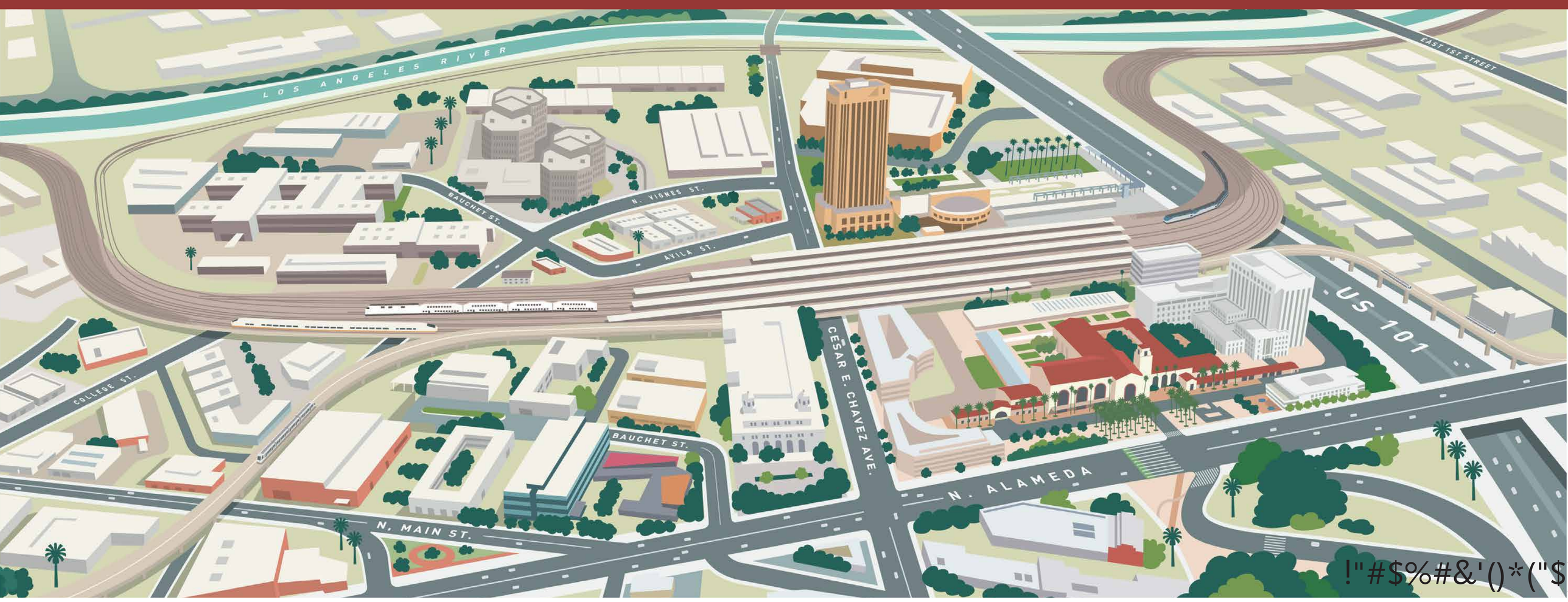
@metrolosangeles

losangelesmetro

323.466.3876

x2 *Español (Spanish)*
x3 中文 *(Chinese)*
x4 한국어 *(Korean)*
x5 Tiếng Việt *(Vietnamese)*
x6 日本語 *(Japanese)*
x7 русский *(Russian)*
x8 Հայերէն *(Armenian)*

Link Union Station Project



BIENVENIDOS

ողջույն

어서 오십시오

Welcome

ស្វាគមន៍

hoan nghênh

ようこそ

歡迎

Bienvenue

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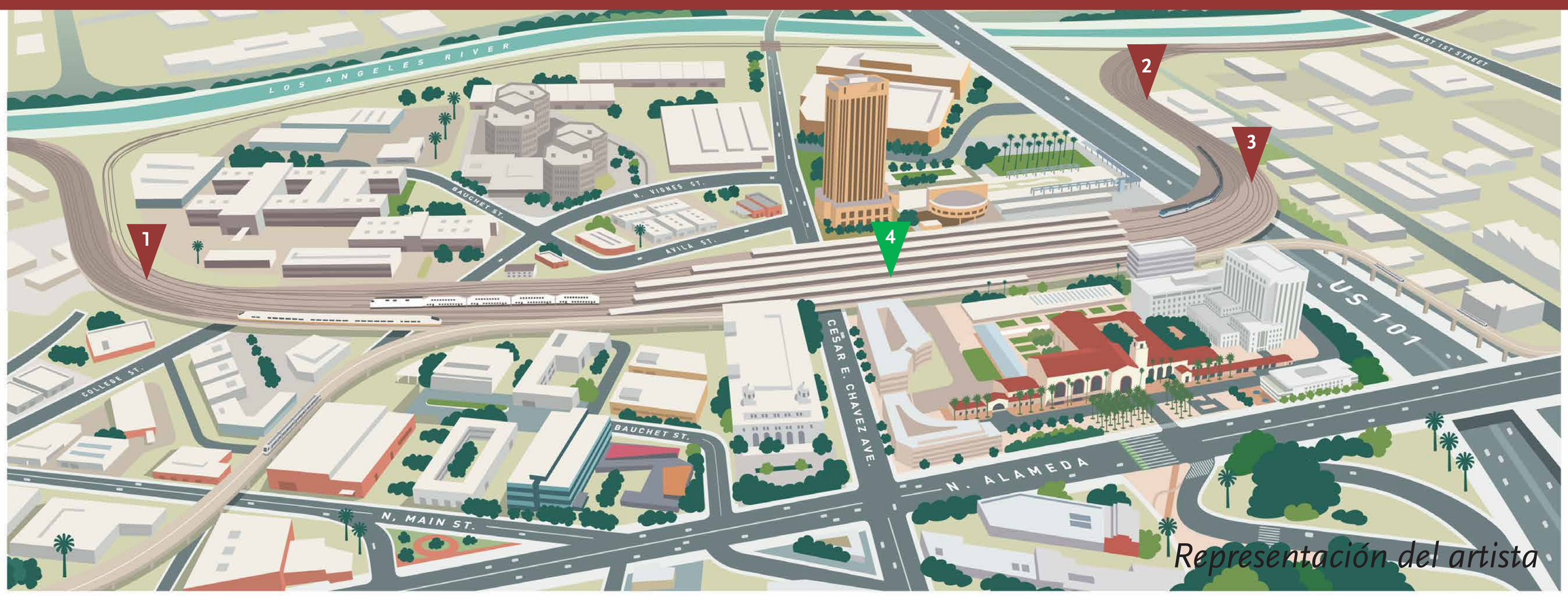
Proyecto Link Union Station

Fases y Plan de Financiamiento



Representación del artista

Fase A

Segmento 1 - Boca de la vías

1. Señalización ferroviaria, comunicaciones y trabajos en vía
2. Reubicación de servicios públicos

Segmento 2 -Comercial y Center St

1. Adquisición de propiedad
2. Reubicación de servicios públicos

Segmento 3 - Viaducto Y Paso

1. Estructura del viaducto sobre la autopista US-101 (ancho completo)
2. Dos vías de acceso desde la plataforma 4 de Union Station hasta las vías principales
3. Señal y comunicación

Fase B

Segmento 4 - Patio Ferroviario / Área De Concurso

1. Levantamiento del patio de ferrocarril, nuevas vías de plomo, nuevas plataformas, así como nuevas escaleras, escaleras mecánicas
2. Mejoras relacionadas con el concurso
3. Agregar las pistas de ejecución restantes (10 en total))

La fase A permitirá que los trenes de cercanías (Metrolink) e interurbanos (Aramark) utilicen una configuración provisional de dos vías en LAUS. Actualmente, la fase B no tiene fondos.

Fuente de Financiamiento	Fase A
Propuesta estatal 1A / Bonos Ferroviarios de Alta Velocidad	$423M
TIRCP y STIP	$398M
Otros fondos Locales, Estatales y Federales	$129M
TOTAL	$950M

El Plan de Negocios 2018 de la Autoridad de Trenes de Alta Velocidad de California incluye $423 millones para Link US.

Las subvenciones del 2018 del Programa de Capital Ferroviario Interurbano y de Tránsito (TIRCP) otorgadas por la Agencia de Transporte del Estado de California y los fondos subsiguientes del Programa de Mejoramiento del Transporte del Estado (STIP) aprobados por la Comisión de Transporte de California incluyen un total de $398 millones para Link US.

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Proyecto Link Union Station

Componentes Principales del Proyecto

Representación del artista

1. Nuevas vías de plomo, patios de ferrocarril elevados y plataformas
2. Nuevas mejoras relacionadas con el vestíbulo, incluyendo nuevas escaleras mecánicas, ascensores y marquesinas
3. Nuevas pistas de ejecución (incluyendo la posibilidad de una pista de bucle) al sur de Los Angeles Union Station (LAUS), sobre la autopista US-101
4. Nuevas pistas de ejecución (incluyendo la posibilidad de una pista de bucle) al sur de Los Angeles Union Station (LAUS), sobre la autopista US-101
5. Nuevas comunicaciones ferroviarias, señales y mejoras de seguridad
6. Mejoras fuera del sitio en BNSF Malabar Yard

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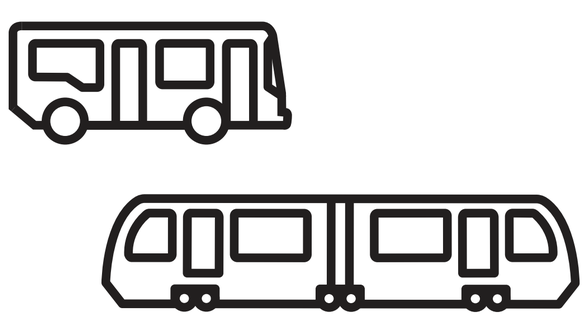
Proyecto Link Union Station

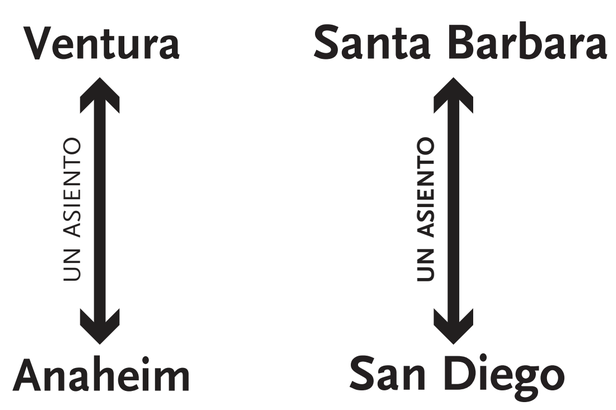
Beneficios Anticipados del Proyecto

MEJORAR LA CONECTIVIDAD DE TRÁNSITO INTRASTATE, INTERURBANO Y LOCAL



HSR; Metrolink, Amtrak, Carril del metro; Metro y sistemas de autobuses municipales; viaje compartido

MEJORAR LA CONECTIVIDAD REGIONAL

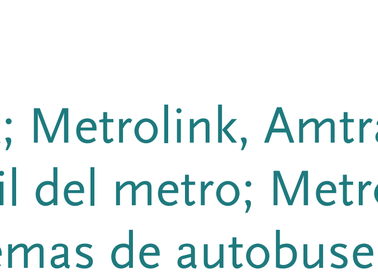


Viajes de un asiento a destinos clave en el sur de California

AUMENTAR LA CAPACIDAD DE SERVICIO FERROVIARIO

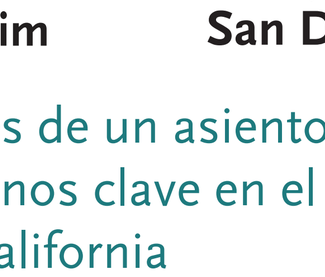
Acomodar la demanda futura

REDUCIR LOS TIEMPOS DE INACTIVIDAD DEL TREN



Tiempos de espera más cortos; ahorro de combustible y reducción de emisiones por tren

DESAROLLO FUTURO



Oportunidad de desarrollo orientado al tránsito

GENERAR NUEVOS TRABAJOS

Un estimado de 4,500 empleos temporales por año durante un período de cinco años; 200+ trabajos permanentes

MEJORAR ACCESO PEATONAL

Mejor accesibilidad y seguridad con nuevos ascensores, escaleras mecánicas y escaleras

MEJORA LA EXPERIENCIA DEL PASAJERO

Nuevo vestíbulo, comercio minorista y otras comodidades, y nuevas plataformas expandidas

MEJORAR EL US 101 Y CARRETERAS LOCALES

Diseño actualizado y seguridad mejorada

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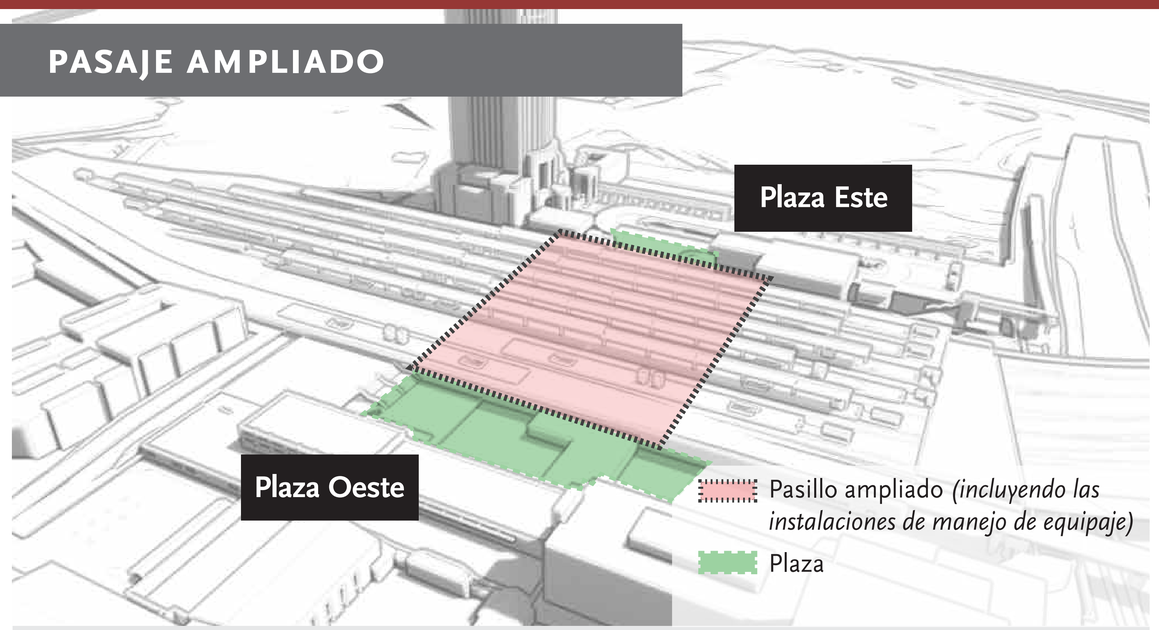
Proyecto Link Union Station

Conceptos de Concurso bajo Consideración

PASAJE AMPLIADO



Manejo de equipaje

La recogida / devolución de equipaje se realizaría en las Plazas Este y Oeste y la recogida de equipaje se realizarían en una ubicación dentro del Pasaje Expandido.

Operaciones y mantenimiento

Mantenimiento de aproximadamente 246,000 pies cuadrados (Plaza Oeste, Plaza Este, Centros de Pasaje ampliado y Manejo de Equipaje)

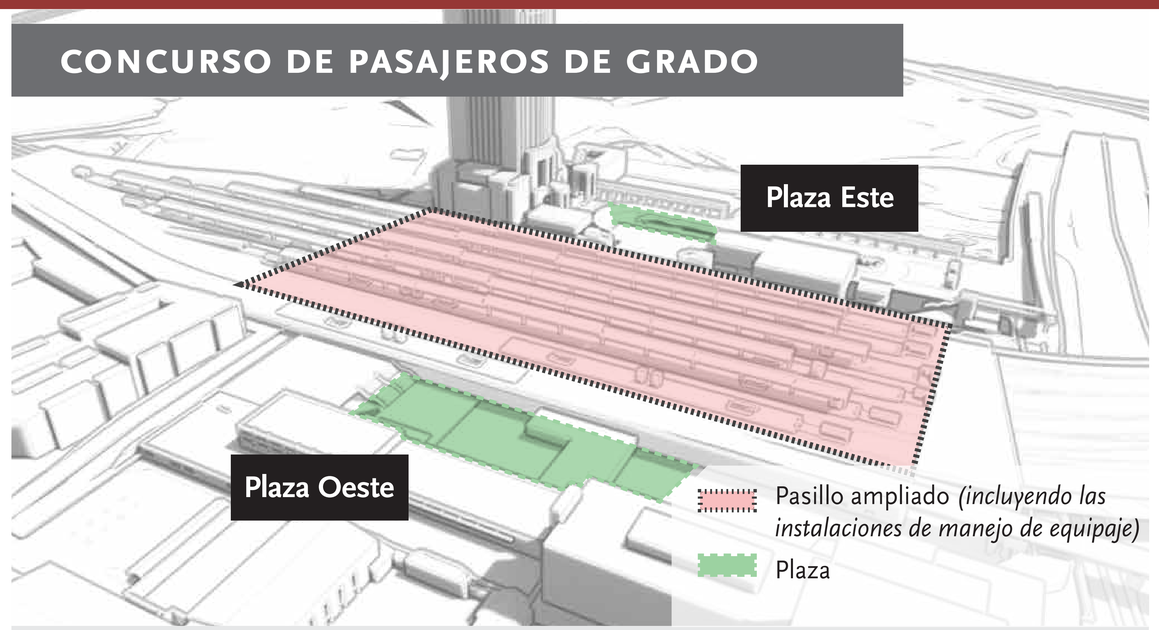
Impactos en Metro L Line (Gold)

El servicio L Line (Gold) se trasladaría temporalmente durante la construcción

Estimación de costos preliminar *

El costo total estimado del proyecto es de aproximadamente $2.3 mil millones

CONCURSO DE PASAJEROS DE GRADO



Manejo de equipaje

La recogida / devolución de equipaje y la emisión de billetes se realizarían en una ubicación centralizada dentro del concurso de grado

Operaciones y mantenimiento

Mantenimiento de espacio público aproximadamente 533.000 pies cuadrados (Plaza Oeste, Plaza Este, Centros de Vestíbulo y Manejo de Equipaje)

Impactos en Metro L Line (Gold)

El servicio L Line (Gold) se trasladaría temporalmente durante la construcción

Estimación de costos preliminar *

El costo total estimado del proyecto es de aproximadamente $3.3 mil millones

* Estimación de costos preliminar desarrollada en 2018

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Proyecto Link Union Station

Alcance realizado de 2016 a 2020

7 **Reuniones Públicas de Link US**

Eventos conjuntos de divulgación de NEPA / CEQA

- Reunión de alcance público (2016)
- Reunión de la comunidad (2016)
- Taller de la Comunidad de William Mead Homes (2017)

Eventos de Alcance de CEQA

- Exposición de LAUS (2018 y 2019)
- Proyecto de audiencia pública de EIR (2019)
- Reunión de la Comunidad de William Mead Homes (2019)

- 625 asistentes
- 76 comentarios escritos
- 17 comentarios verbales

50+ **Reuniones informativas para las partes interesadas y eventos públicos**

70+ **Publicaciones en redes sociales**

Notificaciones por correo – 23,460 direcciones

- Anuncios publicitarios de alcance público (NEPA / CEQA)
- Anuncios publicitarios para audiencias públicas (CEQA)

Últimas noticias por correo electrónico – más de 23,145 contactos

- Más de 30 correos electrónicos con actualizaciones de proyectos y presentaciones de eventos.
- Tres correos electrónicos para la reunión de alcance público (NEPA / CEQA)
- Siete correos electrónicos para exposiciones (CEQA)
- Seis correos electrónicos para la primera audiencia pública de EIR (CEQA)

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Proyecto Link Union Station

Historial del Proyecto

ESTAMOS AQUÍ

2016

Abril
FRA y Metro emiten NOI/ NOP para preparar EIS/EIR para el proyecto Link US que se adapta al sistema HSR planeado

2018

Octubre
Metro lleva a cabo el mismo nivel de evaluación de dos alternativas de alineación de vías y dos conceptos de vestíbulo

2019

Enero-Marzo
Período de 45 días para comentarios públicos

Junio
Metro certifica el EIR final y adopta hallazgos de la CEQA y declaración de consideraciones primordiales

Julio
FRA aprueba la asignación de NEPA para CHSRA

2020

Septiembre
Lanzamiento de NOI y alcance revisado de NEPA

PARTICIPACIÓN PÚBLICA CONTINUA

CEQA = Ley de Calidad Ambiental de California
CHSRA = Autoridad de trenes de alta velocidad de California
EIR = Informe de impacto ambiental
EIS = Declaración de impacto ambiental
FRA = Administración Federal de Ferrocarriles
HSR =Ferrocarril de alta velocidad
LAUS = Union Station de Los Ángeles
MOU = Memorando de entendimiento
NEPA = Ley de Política Ambiental Nacional
NOI = Aviso de intención
NOP = Aviso de preparación

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Proyecto Link Union Station

Etapas clave de la revisión ambiental de la NEPA

ESTAMOS AQUÍ

ETAPA 1

Otoño 2020
Aviso de intención revisado

Período de evaluación pública de 30 días

Reunión de alcance público

ETAPA 2

Invierno 2020 - Primavera 2021
Publicar la primera versión de la Declaración de Impacto Medioambiental (DEIS)

Período de comentarios públicos

Audiencia pública

ETAPA 3

Verano 2021 - Otoño 2021
Publicar la Declaración de Impacto Ambiental (FEIS) final

Respuestas a comentarios

ETAPA 4

Verano 2021 - Otoño 2021
Registro de Decisión (ROD)

PARTICIPACIÓN PÚBLICA CONTINUA

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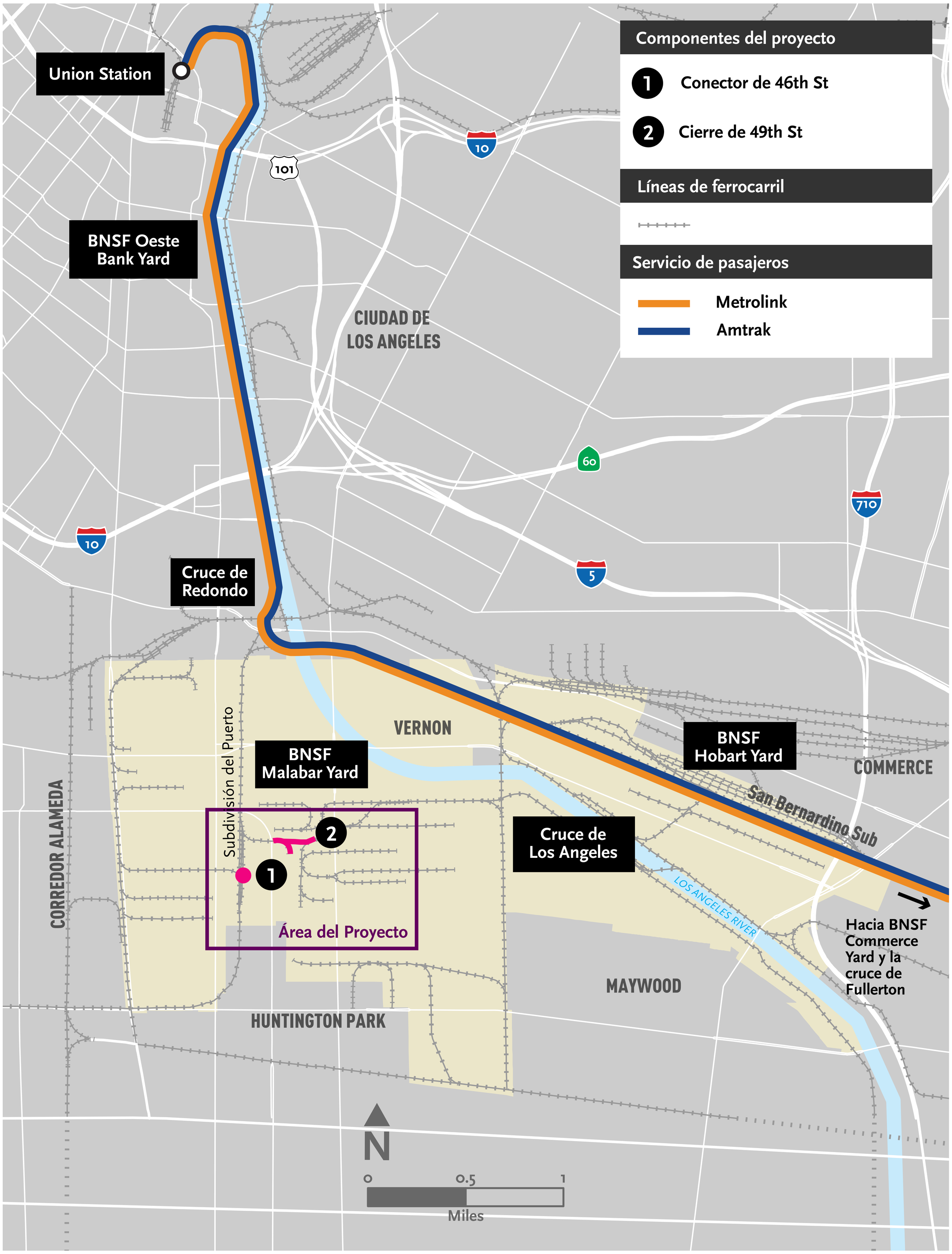
Proyecto Link Union Station

Descripción general de la infraestructura externa de Malabar Yard



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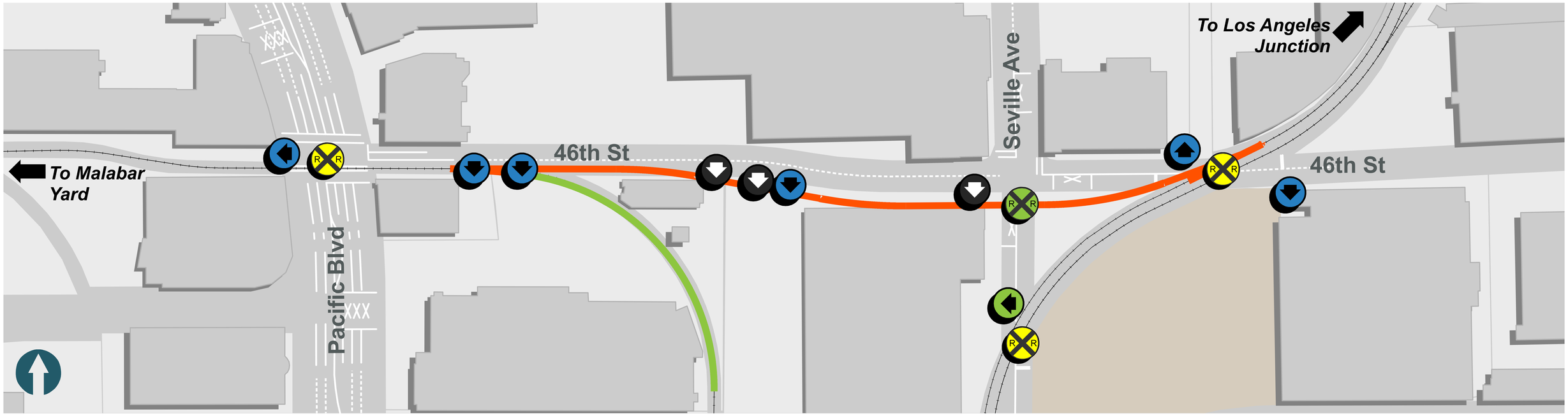
Infraestructura externa de Malabar Yard

Conector de 46th St

Componentes Principales del Proyecto

- Nueva conneción de vía de 1,000 pies a lo largo de la calle 46
- Pista de espuela realineada
- Mejoras en el cruce a nivel:
  - Pacific Bl
  - 46th St
  - Sevilla Av
- Nuevo Cruce a nivel: Sevilla Av
- Entrada existente mantenida / modificada
- Nuevo Camino de Entrada poropuesto
- Posible Cierre del Camino de Entrada Existente
- Pistas Existentes



Primera versión - 10% de diseño preliminar (solo concepto)

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Infraestructura externa de Malabar Yard

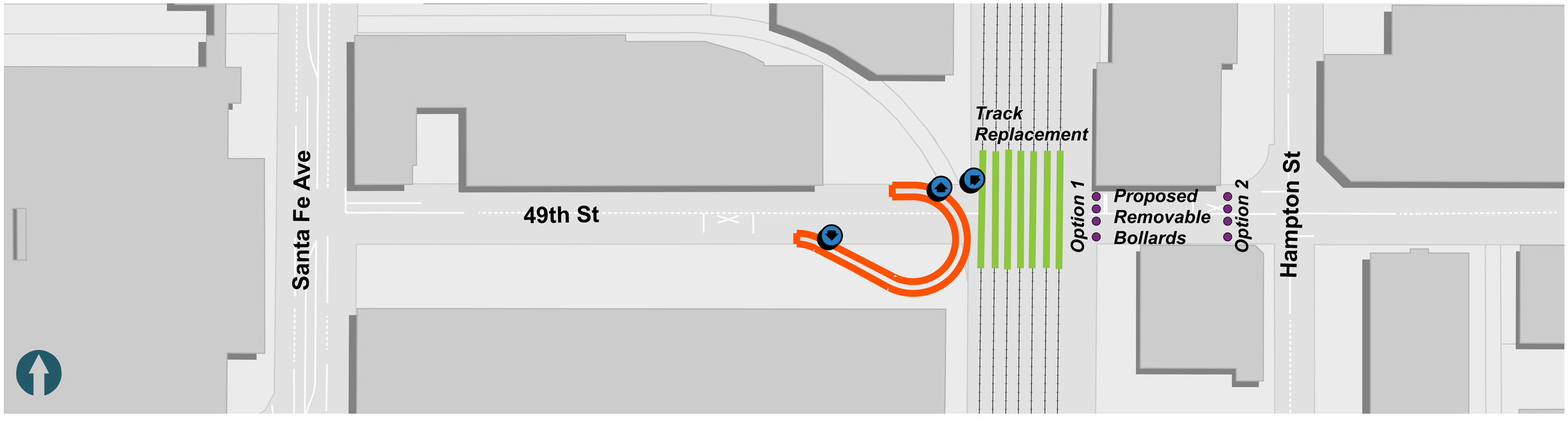
Cierre de 49th St

Componentes Principales del Proyecto

- Callejón sin Salida Compensado
- Entrada Existente Mantenida / Modificada
- Reemplazo de Pista

Bolardos (Dos Opciones de Sitio)

- Opción 1
- Opción 2 (con eliminación de estacionamiento)



Primera versión - 10% de diseño preliminar (solo concepto)

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Proyecto Link Union Station

Área de estudio de tráfico en Vernon para Mejoras fuera del sitio de Malabar Yard

Área de estudio de tráfico en la ciudad de Vernon para Mejoras Externas de Malabar Yard

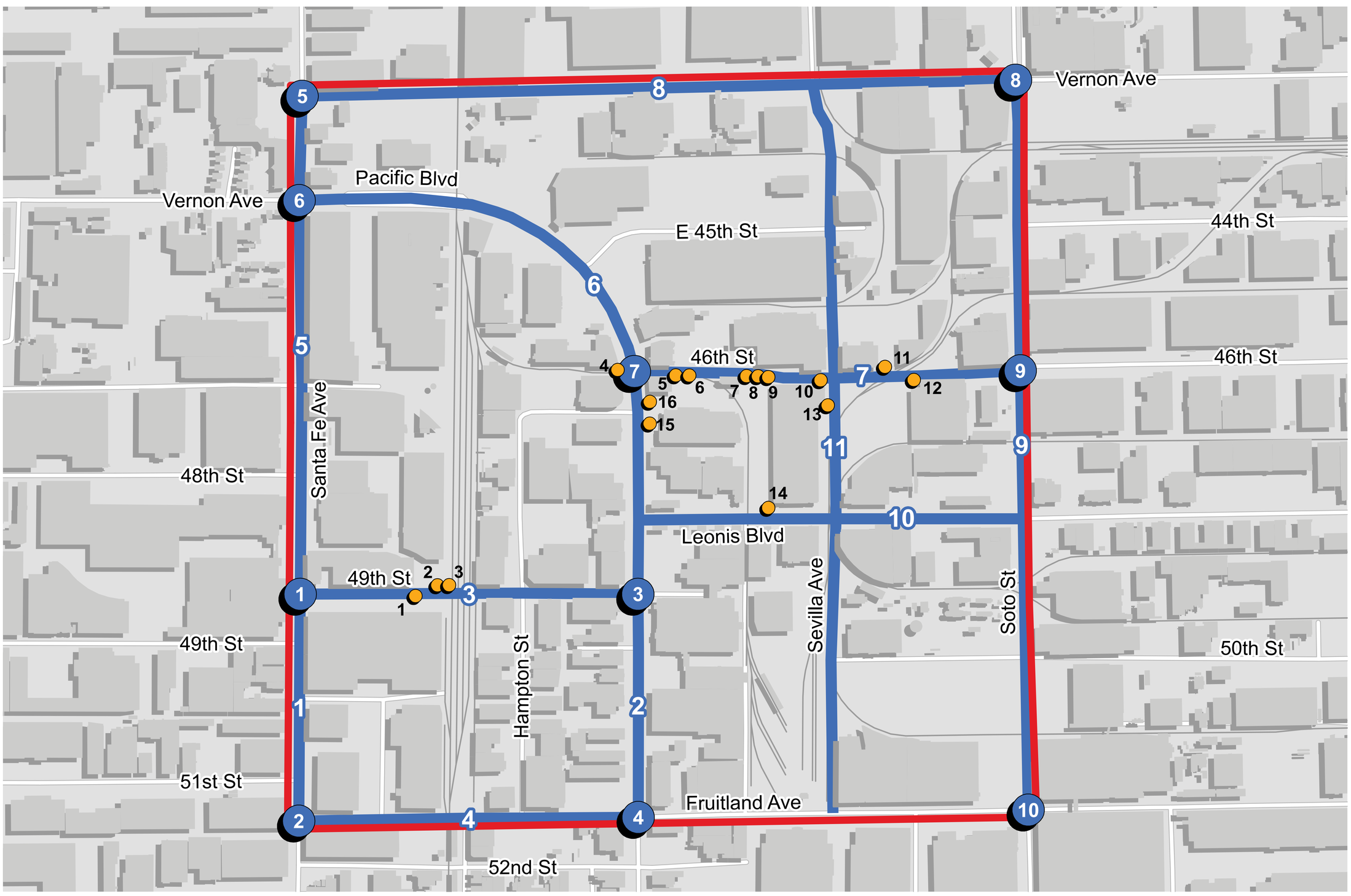
Segmento de Calzada

1. Avenida Santa Fe desde la calle E 49 hasta Avenida Fruitland
2. Bulevar Pacific desde la calle E 49 hasta Avenida Fruitland
3. Calle E 49 desde Avenida Santa Fe hasta Bulevar Pacific
4. Avenida Fruitland desde Avenida Santa Fe hasta Bulevar Pacific
5. Avenida Santa Fe entre la calle 49 y Avenida Vernon
6. Bulevar Pacific entre la calle 49 y Avenida Santa Fe
7. Calle 46 entre calle Soto y Bulevar Pacific
8. Avenida Verdon entre Calle Soto y Avenida Santa Fe
9. Calle Soto entre Avenida Fruitland y Avenida Vernon
10. Bulevar Leonis entre Bulevar Pacific y Calle Soto
11. Avenida Sevilla entre la Avenida Fruitland y la Avenida Vernon

Camino de Entrada para ser Estudiado

Intersección

1. Avenida Santa Fe y Calle E 49
2. Avenida Santa Fe y Avenida Fruitland
3. Bulevar Pacific y Calle E 49
4. Bulevar Pacific y Avenida Fruitland
5. Avenida Vernon y Avenida Fruitland
6. Avenida Santa Fe Avenue y Bulevar Pacific
7. Calle 46 y Bulevar Pacific
8. Avenida Vernon y Calle Soto
9. Calle 46 y Calle Soto
10. Avenida Fruitland y Calle Soto



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Appendix C:
Collateral Materials

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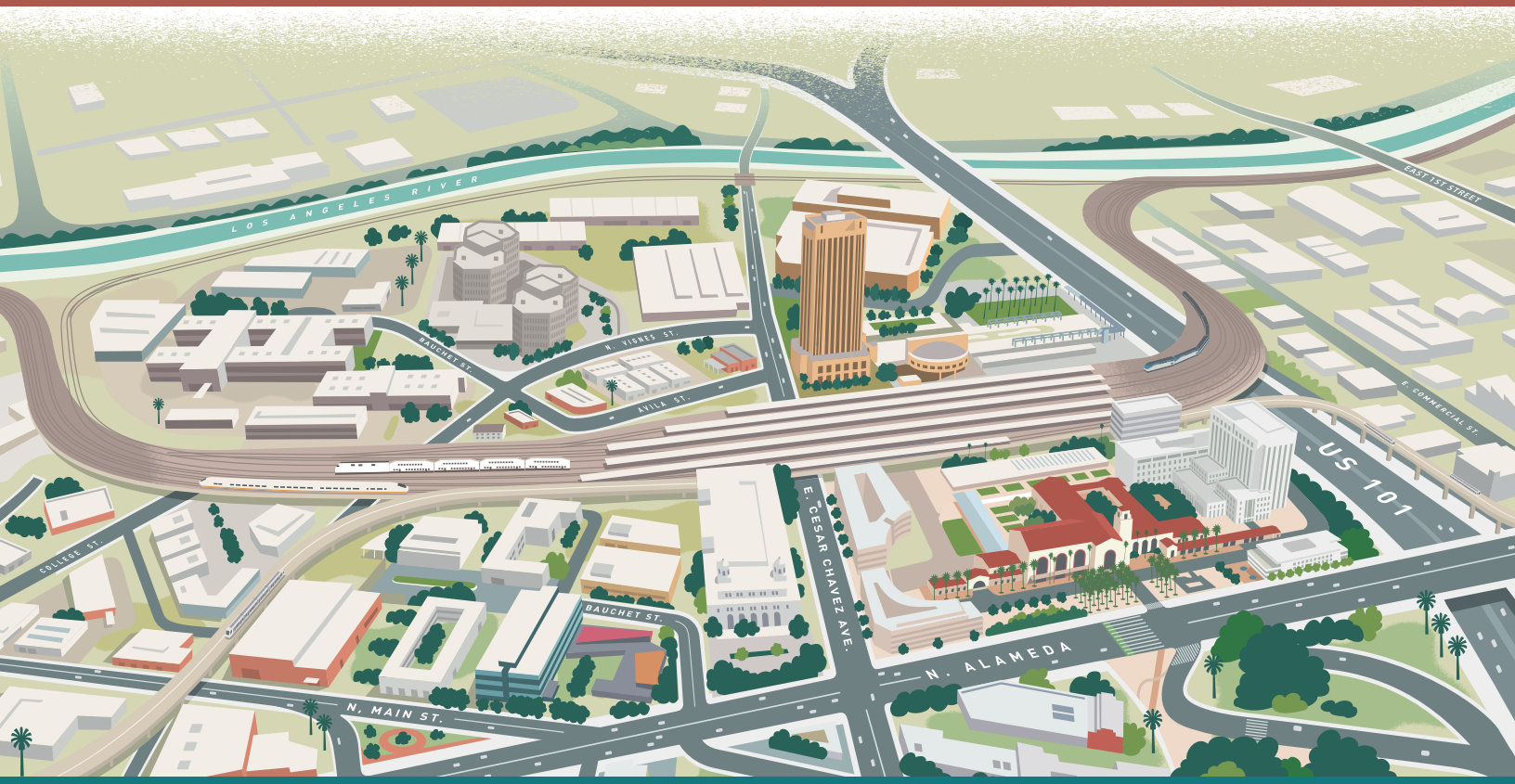
metro.net/linkus

下一站：我们正在连接未来.

链接联合车站 (LINK US)
概述说明



概念艺术图

Metro

2020 秋季

概念艺术图

洛杉矶联合车站(LAUS)是南加州的主要交通枢纽, 连接多个县, 总人口超过2000 万人.

到2040年, 预计每个工作日将有超过200,000乘客通过LAUS出行. 建立提议的连接联合车站项目(Link US或项目) 通过以下方式来满足LAUS的多式运输需求:

> 提升LAUS的区域和城市间铁路服务能力;
> 通过实施直通轨道配置并消除当前的终端轨道配置来提高LAUS计划的可靠性;
> 保持当前的货运铁路运营水平;
> 适应南加州计划中的高铁 (HSR) 系统;
> 增加旅客/行人通行能力; 以及;
> 通过实施新的客运大厅来提高 LAUS 的安全性.

项目历史和背景

作为所有区域和城市间列车的终端站(即终点站), Metrolink 和美国铁路公司 (Amtrak) 通过位于车站北边五条轨道上的喉道 (或车站引导轨道) 进出LAUS. 这将导致20分钟或更长时间的空闲时间.

2006年, LAUS直通车道项目包括跨越美国101号高速公路 (US-101)的四条扩建轨道. 随着增加新的客运大厅和适应计划的高铁系统, 原始项目演变为2015年南加州地区互连项目, 并最终变成如今我们知道的 Link US 项目.

环境过程

2016年, 洛杉矶县大都会交通管理局 (Metro) 和联邦铁路管理局 (FRA) 根据《加州环境质量法》(CEQA) 和《家环境政策法》NEPA) 的规定进行了正式的范围界定程序来收集公众和机构对Link US项目环境分析范围的反馈. 与此同, Metro和FRA分别根据CEQA和NEPA的规定发布了《编制通知》和《意向通知》(NOI), 开始编制联合环境影响报告 (EIR) 和环境影响声明 (EIS). 2018年, Metro作为CEQA规定的牵头机构，选择将CEQA和NEPA流程分开, 并编制独立的EIR. Metro 在2019年1月份分发了一份EIR草案进行为期45天的审核, 并于2019年6月对EIR定稿进行了认证.

2019年7月, 根据《美国法典[1]》第23卷第327条的规定, FRA与加利福尼亚州签署了谅解备忘录(MOU). 通过该谅解备忘录, FRA通过加利福尼亚州交通管理局和CHSRA分配了 NEPA和其他联邦环境法规定的某些联邦责任 项目, 包括Link US 项目. 响应添加在弗农市的新项目组成部分, CHSRA发布了经修订的NOI, 启动有关Link US项目EIS草案的开放的更多范围界定并征求公众和机构的意见.

请访问Link US网站, 获取有关项目更新和会议的最新信息：*metro.net/linkus*.

Link US 项目的关键组成部分

> 新的引导轨道, 高架铁路堆场和月台
> 与客运大厅相关的新改进, 包括新的自动扶梯、电梯和檐篷
> LAUS以南越过US-101的新直通车道 (包括环形车道的可能性)
> 将CHSRA计划的高铁系统放在通用基础设施[2]上, 支持未来的高铁列车
> 新的铁路通信、信号和安全改进
> BNSF马拉巴尔堆场的场外改进

[1] 加利福尼亚州已经或已经根据23 U.S.C.實施了該項目的適用聯邦環境法所要求的環境審查, 協商和其他行動. 327號備忘錄和2019年7月23日的諒解備忘錄, 由聯邦鐵路管理局和加利福尼亞州執行.

[2] 通用基礎設施對應於結構和路堤，以支持Metrolink,Amtrak和未來的HSR列車的直通服務

客运大厅容量增加

现有的28英尺宽的人行通道将被扩建的 设计有足够空间供旅客流通的客运大厅、候车区、寻路和指示牌、与运输有关的零售、食品和其他便利设施取代. 与客运大厅相关 改进将提高安全性、旅客容纳, 并且《美国残疾人法案》(ADA)的无障碍通行性, 同时在LAUS允许更高效的乘客出入各种运输方式的移动.

改善州内、城市间和地方公交连接	改善区域连通性	鉄道サービスの対応力を上げる
HSR；Metrolink, Amtrak, Metro Rail；Metro 和市巴士系统；共乘	直通南加州的关键目的地	适应未来需求
适应未来需求	**未来发展**	**创造新的就业机会**
适应未来需求	未来发展	在 5 年期间每年估计有4,500个临时工作机会；200 多个全职工作机会
改善行人通道	**改善乘客体验**	**改善 US-101 和当地的道路**
利用新电梯、自动扶梯和楼梯增强的使用性和安全性.	新的大厅、零售和其他便利设施以及新的扩展月台.	更新设计和增强安全.

Link US NEPA过程和主要NEPA里程碑

里程碑一	里程碑二	里程碑三	里程碑四
修订意向通知书	发布 环境影响 声明草案 (DEIS)	发布 环境影响 声明定稿 (FEIS)	决定记录 (ROD)
30天的公开范围界定期	公众意见征询期	对评论的回应	高铁局批准项目
公开范围界定会议	公开听证会		

持续的公众参与

联系我们

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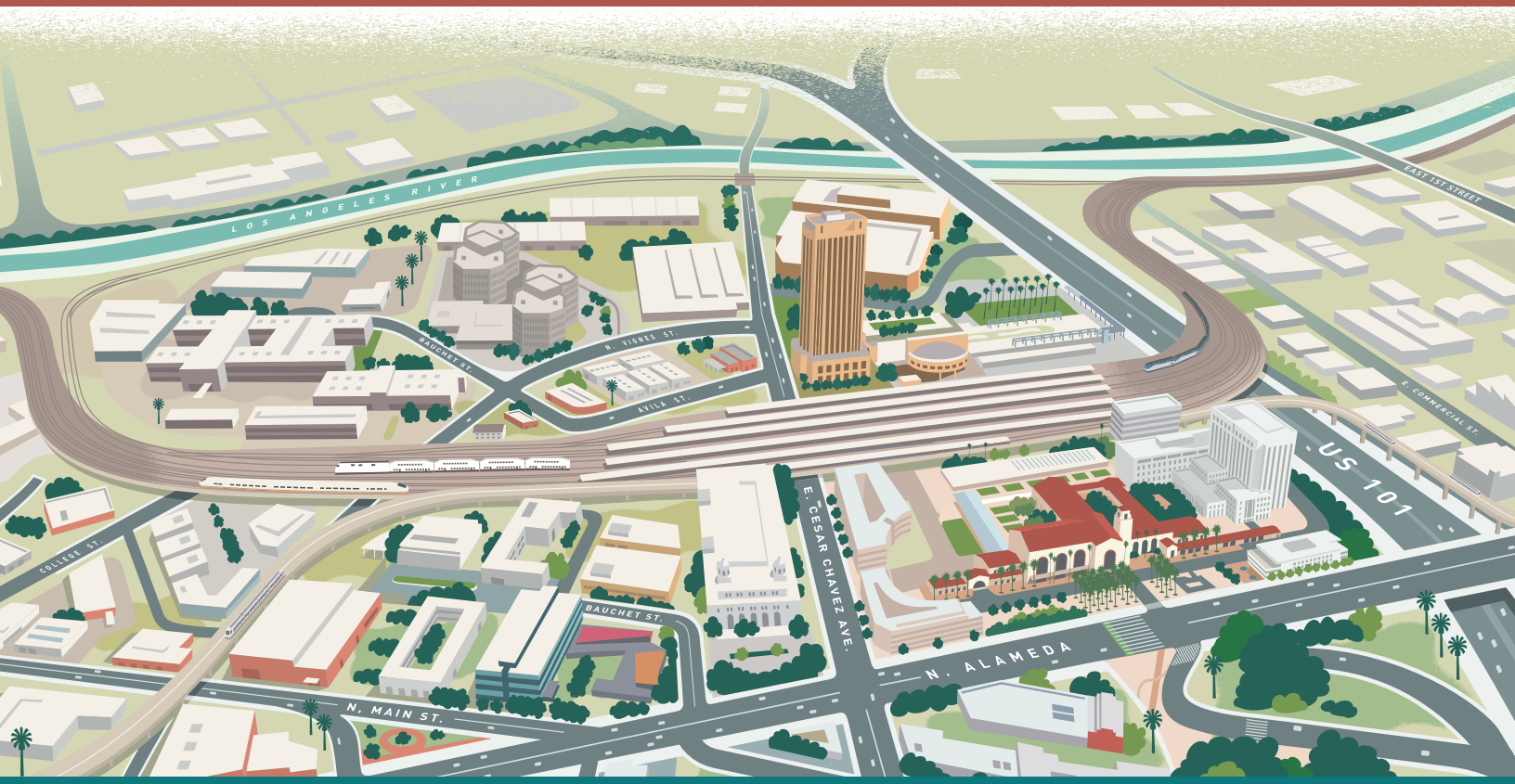
Next stop: we're connecting the future.

LINK UNION STATION (LINK US)

Overview Fact Sheet



Conceptual artwork

Metro

FALL 2020

Overview

Los Angeles Union Station (LAUS) is Southern California's primary transportation hub, connecting multiple counties with a combined population exceeding 20 million people. By 2040, over 200,000 passenger trips through LAUS each weekday are expected to occur. The Link Union Station Project (Link US or project) is proposed to meet the multi-modal transportation demands at LAUS by:

> Increasing the regional and intercity rail service capacity of LAUS;
> Improving schedule reliability at LAUS through the implementation of a run-through tracks configuration and elimination of the current stub-end tracks configuration;
> Preserving current levels of freight rail operations;
> Accommodating the planned HSR system in Southern California;
> Increasing the passenger/pedestrian capacity; and,
> Enhancing the safety of LAUS through the implementation of a new passenger concourse.

Project History and Background

As a stub-end, or dead-end, station, all regional and intercity trains (Metrolink and Amtrak) enter and exit LAUS through a five-track throat (or station lead tracks) located north of the station. This results in a 20-minute or longer idle time for trains in the station.

In 2006, the LAUS Run-Through Tracks Project included the extension of four tracks over US-101. With the addition of a new passenger concourse and accommodation of the planned HSR system, the original project evolved into the Southern California Regional Interconnector Project in 2015 and, eventually, into what is known today as the Link US Project.

Environmental Process

In 2016, the Los Angeles County Metropolitan Transportation Agency (Metro) and the Federal Railroad Administration (FRA) conducted a formal scoping process to collect public and agency feedback on the scope of environmental analysis for the Link US Project per the requirements of the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA). At the same time, Metro and FRA began the preparation of a joint environmental impact report (EIR) and environmental impact statement (EIS) document by publishing a Notice of Preparation and a Notice of Intent (NOI) in accordance with CEQA and NEPA, respectively. In 2018, Metro, as the lead agency under the CEQA, elected to separate the CEQA and NEPA processes and prepare a stand-alone EIR. Metro circulated a Draft EIR for a 45-day review period in January 2019 and certified a Final EIR in June 2019.

In July 2019, FRA and the State of California executed a Memorandum of Understanding (MOU) under Title 23 and Section 327 of the United States Code[1] (U.S.C.). Through that MOU, FRA assigned, through the California State Transportation Agency and CHSRA, the federal responsibilities under NEPA and other federal environmental laws for certain projects including the Link US Project. In response to the addition of new project components in the City of Vernon, CHSRA is issuing 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.

Please visit the Link US website for the latest information regarding project updates and meetings: *metro.net/linkus*.

Key Link US Project Components

> New lead tracks, elevated rail yard and platforms
> New concourse-related improvements, including new escalators, elevators and canopies
> New run-through tracks (including the possibility of a loop track) south of LAUS, over US-101
> Accommodation of CHSRA's planned HSR system on common infrastructure[2] to support future HSR trains
> New rail communications, signals and safety improvements
> Off-site improvements to BNSF Malabar Yard

[1] 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 an MOU dated July 23, 2019, and executed by the Federal Railroad Administration and the State of California.

[2] Common infrastructure corresponds to structures and embankments to support run-through service for Metrolink, Amtrak and future HSR trains.

Expanded Concourse Capacity

The existing 28-foot wide pedestrian passageway would be replaced with an expanded concourse designed with sufficient space for passenger circulation, waiting areas, wayfinding and signage, transit-related retail, food and other amenities. Concourse-related improvements would enhance safety, passenger capacity and Americans with Disabilities Act (ADA) accessibility, while allowing for more efficient passenger egress movements to and from the various transit modes at LAUS.

IMPROVE INTRASTATE, INTERCITY & LOCAL TRANSIT CONNECTIVITY	IMPROVE REGIONAL CONNECTIVITY	INCREASE RAIL SERVICE CAPACITY
HSR; Metrolink, Amtrak, Metro Rail; Metro and municipal bus systems; ridesharing	One-seat rides to key destinations in Southern California	Accommodate future demand
REDUCE TRAIN IDLING TIMES	**FUTURE DEVELOPMENT**	**GENERATE NEW JOBS**
Shorter wait times; fuel savings and emissions reductions per train	Opportunity for transit-oriented development	Estimated 4,500 temporary jobs per year over five-year period; 200+ permanent jobs
IMPROVE PEDESTRIAN ACCESS	**ENHANCE PASSENGER EXPERIENCE**	**IMPROVE US-101 & LOCAL ROADWAYS**
Enhanced accessibility and safety with new elevators, escalators and stairways.	New concourse, retail and other amenities, and new expanded platforms	Updated design and enhanced safety

Link US NEPA Process and Key NEPA Milestones

MILESTONE 1	MILESTONE 2	MILESTONE 3	MILESTONE 4
Revised Notice of Intent	Release Draft of Envrionmental Impact Statement (DEIS)	Public Final Environmental Impact Statement (FEIS)	Record of Decision (ROD)
30-day Public Scoping Period	Public Comment Period	Responses to Comments	Project Approved by Authority
Public Scoping Meeting	Public Hearing		

ONGOING PUBLIC PARTICIPATION

CONTACT US

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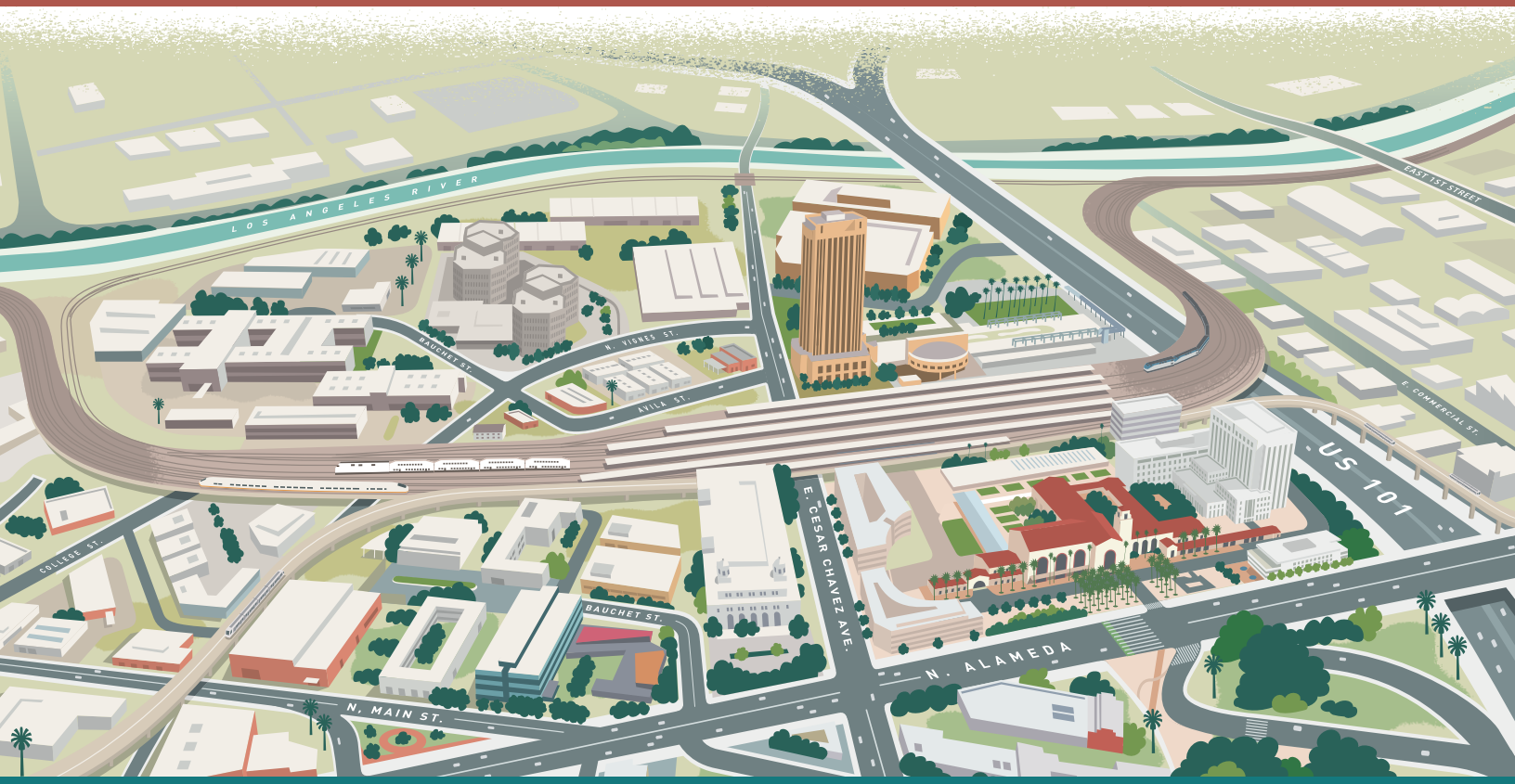
次のストップ：未来につなげます

LINKユニオンステーション(LINK US)
概要 ファクトシート



概念的アートワーク

Metro

2020年秋

概要

ロサンゼルス・ユニオンステーション(LAUS)は、南カリフォルニアの主要な輸送機関のハブであり、総人口2千万人以上になる複数の郡をつなぎます. 2040年までには、LAUSを通過する乗客数は平日20万人以上になることが予想されます. Linkユニオンステーションのプロジェクト（「Link US」または「プロジェクト」）は、以下のように、LAUSでの複合輸送の需要を満たす提案をしています:

> LAUSの地域と都市間の鉄道サービスの対応能力が拡大する;
> ランスルー線路構成の設置と既存のスタブエンド線路構成の廃止によって、LAUSでのスケジュールの信頼性を改善する;
> 貨物線路のオペレーションを既存レベルで保持する;
> 南カリフォルニアが計画中のHSRシステムに対応する;
> E乗客／歩行者の収容能力を増強する;
> 新しい乗客用コンコースを設置し、LAUSの安全性を高める.

プロジェクトの歴史と背景

スタブエンド、デッドエンドの駅として、全ての地域と都市間を走る電車（メトロリンクとアムトラック）が駅北側の5本線路のスロート（または駅のリードトラック）を通ってLAUSに出入りします.そのため電車に20分以上のアイドリングタイムが発生します.

2006年、LAUSランスルー線路プロジェクトは高速US-101の上方に線路4本の延長を含みました. 新しい乗客用コンコースと計画されたHSRシステムへの対応を追加し、オリジナルのプロジェクトは2015年にSCRIPに進化し、最終的にLink USプロジェクトとして今日知られています.

環境に関するプロセス

2016年、ロサンゼルス郡メトロ と連邦鉄道管理局(FRA)は、CEQAとNEPAの要件に応じて、Link US プロジェクトの環境分析のスコープに対する民間と当局からのフィードバックを収集するために、公式のスコーピングプロセスを実施しました. 同時に、メトロとFRAは共同で、CEQAとNEPAに各々準拠する準備通知と意図の通知を公表し、環境への影響報告書(EIR)と環境への影響声明書(EIS)の準備に取り掛かりました. 2018年、メトロはCEQAのもとで先導を取り、CEQAとNEPAのプロセスを区別し、独自のEIRを準備することを決めました. 2019年1月、メトロはEIRのドラフトを45日間の再検討期間中に回覧し、2019年6月最終版EIRを認定しました.

2019年7月、FRAとカリフォルニア州は、327 U.S.C. のSection 327 Title 3に準じて覚書[1] (MOU)を施行しました. この覚書を通して、FRAはカリフォルニア州交通局とカリフォルニア高速鉄道局（CHRSA）、国家環境政策法（NEPA）やその他の連邦環境法のもとで、Link USプロジェクトを含む特定のプロジェクトを指定しました. Vernon市の新しいプロジェクト要素が追加されることに応えて、CHSRAは追加のスコーピングを開始するため、またLink USプロジェクトのEISドラフト作成に関する民間と当局からの意見を求めるために改訂版意図の通知(NOI)を発表します

Link US のウェブサイト（*metro.net/linkus*）で、プロジェクトの最新情報やミーティングに関する情報をご覧ください.

Link US プロジェクトの主要素

> 新しいリードトラック、高くしたレールヤード、プラットフォーム
> 新しいエスカレーター、エレベーター、カノピーを含む新しいコンコース関連の改善
> 高速US-101上方LAUSの南に新しいランスルー線路（ループトラックの可能性を含む
> 将来のHSR電車を支えるために、CHSRAの計画された共通基盤上のHSRシステムに対応[2]
> 新しい鉄道通信、信号、安全性の向上
> BNSF Malabar Yardへのオフサイトの改善

1 このプロジェクトに関して該当する連邦環境法で要求される環境に関する見直し、コンサルテーション、その他のアクションは、23 U.S.C. 327と2019年7月23日付の覚書に準拠し、カリフォルニア州によって遂行されており、連邦鉄道局およびカリフォルニア州で実行されまし.

2 共通基盤はメトロリンク、アムトラック、将来のHSR電車のためのランスルーを支える構造と盛土に対応します.

コンコ―スの収容能力を拡張

既存の28フィート幅の歩行者用通路は、乗客の流れ、待合エリア、道順と標識、交通関連のショップ、食事、その他のアメニティのために十分なスペースのある拡張されたコンコースと取り替えられます. コンコ―ス関連の改善は、安全性、乗客の収容能力、米国障害者法(ADA)に準じアクセス、そしてLAUSで様々な乗り換えによる乗客の動きをより効率良くします.

州内、主要都市間、ローカルトランジットの接続を 向上させる	地域間の接続を向上 させる	鉄道サービスの対応力 を 上げる
高速鉄道；メトロリンク、アムトラック、メトロレール；メトロと市営バスシステム、ライドシェア	南カリフォルニア内の主要目的地へワンシートライド	将来の需要に対応
電車のアイドリング時間を短縮する	**電車のアイドリング時間を短縮する**	**電車のアイドリング時間を短縮する**
待ち時間の短縮；列車ごとの燃費を向上し、排気ガスを減少する	交通機関主体の開発をするチャンス	5年以上の期間で年間約4,500の仮雇用と200以上の本雇用が見込まれる
歩行者のアクセスを向上 させる	**歩行者のアクセスを向上 させる**	**US-101 とローカル道路を 向上させる**
移動のオプションと安全機能を拡張	新コンコース、ショップ、アメニティと新しく拡張したプラットフォーム	最新設計と安全性の強化

Link US NEPAプロセスと主要なNEPAマイルストーン

マイルストーン1	マイルストーン2	マイルストーン3	マイルストーン4
意図の改訂通知	環境の草案 影響評価（DEIS）	最終環境を公開 影響声明（FEIS）	決定の記録（ROD）
30日間のパブリックスコーピング期間	パブリックコメント期間	コメントへの対応	当局により承認されたプロジェクト
公開スコーピング会議	公聴会		

継続的な市民参加

連絡先

詳細、質問、コメントについては、以下にお問い合わせください.

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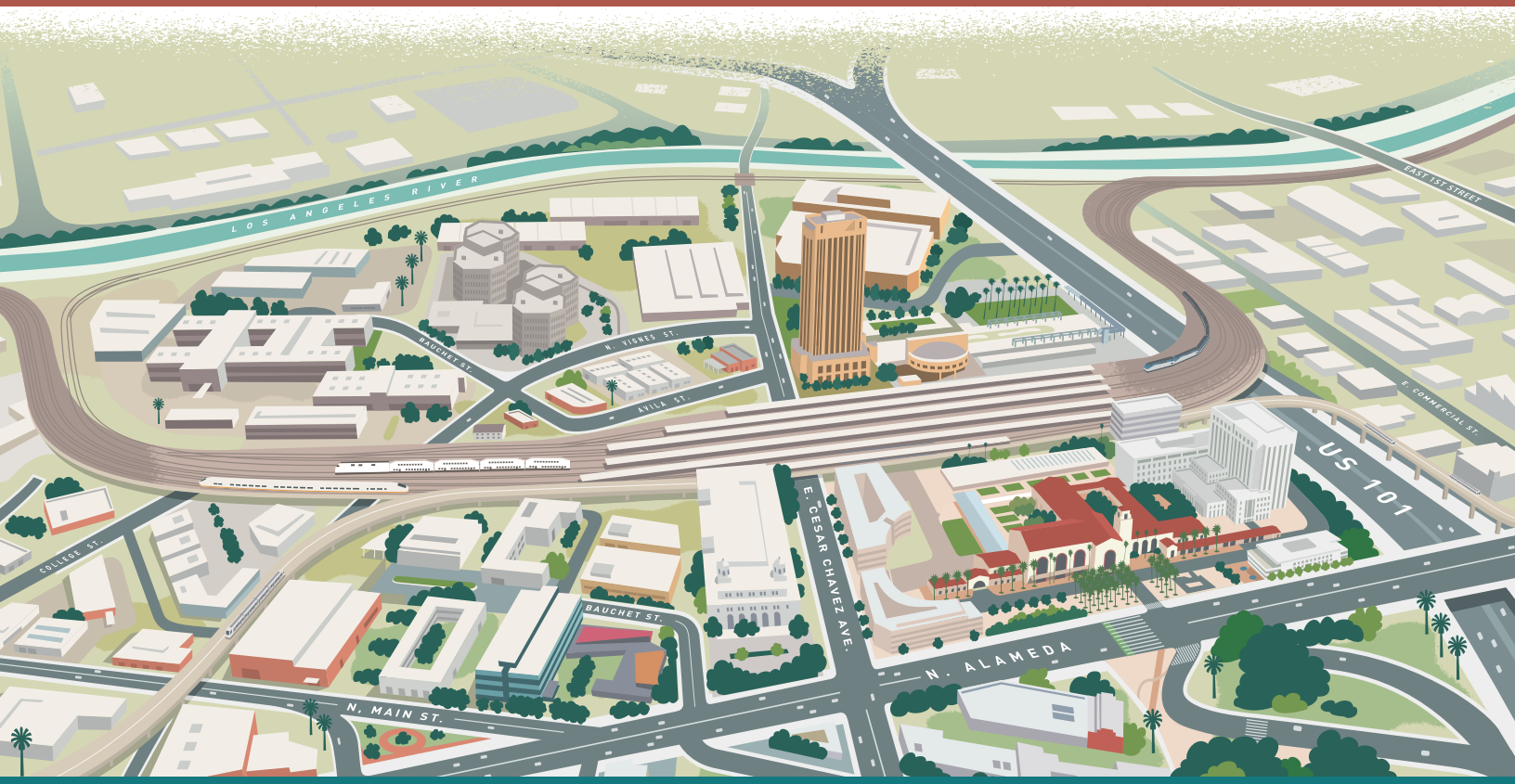
កន្លែងឈប់បន្ទាប់: យើងកំពុងតភ្ជាប់អនាគត

LINK UNION STATION (LINK US)
ការណ៍ពិតនទៃដ្ឋបភាពទូទៅ



ស្នាដៃសិល្បៈគំនិត

Metro

ធ្លាក់ដល់ឆ្នាំ ២០២០

ទិដ្ឋភាពទូទៅ

សូថានីយ៍រថភ្លើង Union Station នៃក្រុង Los Angeles (LAUS) គឺជាមជ្ឈមណ្ឌលដឹកជញ្ជូនដ៏ចម្បងនៅតំបូងរបស់រដ្ឋកាលីហ្វ័រញ៉ា តតាំជាប់ខាងទីជាច្រើន ដែលមានចំនួនមនុស្ស ច្រើនជាង 20លាននាក់។

នៅត្រឹមឆ្នាំ 2040, ចំនួនអ្នកជិះឆ្លងកាត់សូថានីយ៍ LAUS នេះ តម្រូវបានទន្ទឹងថា នឹងកើនឡើងច្រើនជាង 200,000នាក់ ធ្វើដំណើរាល់ថ្ងៃធ្វើការ។ គម្រោងសូថានីយ៍ Link Union Station (Link US ឬ គម្រោង) តម្រូវបានសុំឡើងសម្រាប់បំពេញតាមតម្រូវការដល់ពហុអាហារណាវិធានដឹកជញ្ជូននៅ សូថានីយ៍ LAUS ដោយ:

- បង្កើនសមត្ថភាពសវោធ្វើរដែកបុរចាំតូមិភាគ និង អនុតរក្រុង របស់ LAUS;
- ធ្វើអោយបុរសិទ្ធិឡើងនូវកាលវិភាគគួរអោយទុកចិត្តបាន នៅសូថានីយ៍ LAUS តាមរយៈ: ការអនុវត្តការរៀបចំខ្សែធ្វើរដែកាត់ និងការបំបាត់ចោលនូវការរៀបចំបច្ចុប្បន្ន ដែលជាខ្សែធ្វើរ "ចុងកន្ទុយ";
- រកសាកម្រិតប្រតិបត្តិការដឹកទំនិញតាមផ្លូវដែកបច្ចុប្បន្ន;
- សម្រួលបុរព័ន្ធផ្លូវដែកលឿន (HSR system) ដែលតម្រូវបានគ្រោងទុកមុន នៅប៉ែកខាងតំបូងនៃរដ្ឋបាលីហ្វ័រញ៉ា;
- បង្កើនចំណុះ អ្នកជិះ/អ្នកចូមីរជិង; និង,
- បង្កើនសុវត្ថិភាពសូថានីយ៍ LAUS តាមរយៈការដាក់អាយបុរនូវទីបំផុតដែលអ្នកដំណើរ។

បុរវត្ថុតិ និង សាវតារនៃគម្រោង

ជាសូថានីយ៍ "ចុង-កន្ទុយ" ឬ ផ្លូវទាល់, រាល់រថភ្លើង កន្លងភូមិភាគ និង អនុតរក្រុងទាំងអស់ (Metrolink and Amtrak) ចូល និងចញ្ចេញ សូថានីយ៍ LAUS តាមចុងក "បំពង់ក" ដែលមាន ៥ខ្សែ (ឬខ្សែធ្វើរនាំមុខសូថានីយ៍) សុចិត្តនៅខាងជើងសូថានីយ៍។ ការណ៍នេះបណ្តាលអាយរថភ្លើង ឈប់នៅស្ងៀមក្នុងសូថានីយ៍ ចំនួន ២០នាទី ឬច្រើនជាង។

នៅក្នុងឆ្នាំ 2006, គម្រោង ខ្សែធ្វើរដែកាត់ មានរាប់ទាំងការលាតសន្ធឹងបន្ថែមនៃធ្វើរ ៤ ខ្សែ ពីលើ US-101។ ជាមួយនឹងការបន្ថែមទីបំផុតសម្រាប់អ្នកដំណើរ និងការសម្រួលដល់បុរព័ន្ធផ្លូវដែកដែលតម្រូវបានគ្រោងទុកមុន, គម្រោងដ៏មនោះ បានវិតតទាំជា គម្រោងអនុតរភូជាប់ ភូមិភាគកាលីហ្វ័រញ៉ាខាងតំបូង នៅក្នុងឆ្នាំ ២០១៥ ដែលកុរាយមកទៀត បានកុលាយទាំជាអ្វី ដែលសព្វថ្ងៃនៃះហៅថា គម្រោង Link US។

ដំណើរការបរិស្ថាន

នៅក្នុងឆ្នាំ 2016, អាជ្ញាធរដឹកជញ្ជូនតាមក្រុងនៃខោនទី Los Angeles (Metro) និងរដ្ឋបាលផ្លូវដែកសហព័ន្ធ (FRA) បានធ្វើដំណើរការវាយតម្លៃជាផ្លូវការមួយ ដ៏មុបីបុរមូលមតិធ្ងលីយតប ពីមហាជន និងទីភ្នាក់ងារ នៅលើវិសាលភាព នៃការវិភាគបរិស្ថាន សម្រាប់គម្រោង Link US សុរបតាមតម្រូវការរបស់ច្បាប់គុណភាពបរិស្ថាននៃរដ្ឋបាលីហ្វ័រញ៉ា (CEQA) និងច្បាប់គាលនយោបាយបរិស្ថានជាតិ (NEPA)។ នៅក្នុងពេលដដែលនោះ, Metro និង FRA បានរៀបចំរបាយការណ៍រួមគ្នាសុដ៏អំពីការប៉ះពាល់បរិស្ថាន (EIR) និងរៀបចំឯកសារនៃសេចក្តីថ្លែងងៃ អំពីការប៉ះពាល់បរិស្ថាន ដាយបានបោះពុម្ពនូវសេចក្តីជូនដំណឹងមួយ សុដ៏អំពីការរៀបចំ (EIS) និងសេចក្តីជូនដំណឹងអំពីចេតនា (NOI) សុរបតាម CEQA និង NEPA រៀងៗខ្លួន។ នៅឆ្នាំ 2018, Metro ដែលជាទីភ្នាក់ងារឈានមុខ ក្នុម CEQA បានសម្រេចបំបែកដំណើរការ របស់ CEQA និង NEPA ហើយបានរៀបចំ EIR ដាច់ដាយឡែកមួយ។ Metro បានធ្វើការចេញចាយ សេចក្តីព្រាង EIR សម្រាប់ការពិនិត្យ រយៈពេល 45 ថ្ងៃ នៅ ក្នុងខមែករា 2019 ហើយបានធ្វើបញ្ចាក់ជាផ្លូវនូវ EIR ចុងក្រាយនៅខែ មិថុនា 2019។

នៅខែកុកដាឆ្នាំ 2019, FRA និងរដ្ឋបាលីហ្វ័រញ៉ាបានអនុវត្តអនុស្សរណៈន ការយោគយល់គ្ នាមួយ ក្នុមចំណងជើងទី[1] 23 និងមាត្រា 327 នៃក្រមសហរដ្ឋអាមេរិក (U.S.C) ។ តាមរយៈអនុស្សរណៈនៃការយោគយល់គ្នា, តាមរយៈទីភ្នាក់ងារដឹកជញ្ជូននៃរដ្ឋបាលីហ្វ័រញ៉ា និង CHSRA, FRA បានចាត់តាំងភាគពុវកិច្ចចសហព័ន្ធ នៅក្នុម NEPA និងច្បាប់បរិស្ថានសហព័ន្ធផ្សេងទៀត សម្រាប់គម្រោងមួយចំនួន រាប់ទាំង គម្រោង Link US។ ធ្ងលីយតបទាំនឹងការបន្ថែមនៃសៃមាសភាគគម្រោងច្បាមីទាំទីក្រុង Vernon, CHSRA កំពុងចញ្ចេកំណៅ NOI ដ៏មុបីផ្តួចផ្តុដ៏មវិសាលភាព និងសុនីយបាប់បន្ថែមទៀត ពីមហាជន និងទីភ្នាក់ងារ ទាក់ទងនឹងការបង្កើតសចេក្តីព្រាង EIS សម្រាប់គម្រោង Link US។

ដំណើរការ Link US NEPA និងគំនូសការណ៍សំខាន់របស់ NEPA

គំនូសការណ៍ 1	គំនូសការណ៍ 2	គំនូសការណ៍ 3	គំនូសការណ៍ 4
កំណៅនៃសៃចេក្តីជូនដំណឹងអំពីចេតនា កំឡុង ៣០-ថ្ងៃ សម្រាប់ការវាយតម្លៃជាៃសាធារណៈ: ការបុរជុំសម្រាប់ការវាយតម្លៃជាៃសាធារណៈ:	បញ្ចូចញ្ចេសចេក្តីព្រាង នៃសៃចេក្តីថ្ងៃងៃអំពីការប៉ះពាល់បរិស្ថាន (DEIS) កំឡុងពេលសម្រាប់មតិសាធារណៈ: សវនាការសាធារណៈ:	ហៈផ្តុសាយនូវ សចេក្តីថ្ងៃងៃចុង ក្រាយ អំពីការប៉ះពាល់បរិស្ថាន (FEIS) ឆ្ងលីយតបដល់មតិ	កំណត់ហតុនៃការសម្រេចចិត្ត (ROD) គម្រោងត្រូវបានអនុម័តដាយអាជ្ញាធរ

ការចូលរួមជាសាធារណៈ:ជាបន្ត

ទាក់ទងយើង

សម្រាប់ព័ត៌មានបន្ថែមសំណួរឬយោបល់ សូមមត្តេដាទាក់ទង:

213.922.2524
linkunionstation@metro.net
metro.net/linkus
regionalrail
losangelesmetro

សូមចូលទៅកាន់គហទំព័ររបស់ Link US សម្រាប់ព័ត៌មានថ្មីបំផុត ទាក់ទងនឹងបច្ចុប្បន្នកម្មរបស់គម្រោង និងការបុរជុំ *metro.net/linkus*

សមាសភាគសំខាន់នៃគម្រោង Link US

- ខ្សែធ្វើរនាំមុខថ្មី, ទីធ្លាផ្លូវដែកលើកខ្ពស់និងមូលដ្ឋាន
- កំណាលមុអទាំងឡាយ ដែលទាក់ទងនឹងទីបុំផុតសម្រាប់ទាំងជណ្តើរយន្ត, ជណ្តើរយោង, និងបុរូបក
- ខ្សែធ្វើរត់កាត់ថ្មី (រាប់ទាំងលទ្ធភាពនៃខ្សែធ្វើរងុរងុំមួយ) នៅខាងតំបូងសូថានីយ៍ LAUS កាត់ពីលើ US-101
- សម្រាបតាមបុរព័ន្ធ ផ្លូវដែកលឿន (HSR) របស់ CHSRA នៅរចនាសម្ព័ន្ធទូទៅ[2] ដ៏ម្បីទុរទុរង់ដល់រថភ្លើងលឿនអនាគត
- គម្មនាគមន៍ផ្លូវដែកថ្មី, សញ្ញា, និងការបង្កើនសុវត្ថិភាព
- កំណាលមុអកុរាបរិស្ថាន ដល់ BNSF Malabar Yard

[1] ការត្រួតពិនិត្យការពិភ្ាក្សាយាបល់និងសកម្មភាពផ្លូវដែកដែលទាមទារដាយច្បាប់បរិស្ថានសហព័ន្ធដសម្រាប់គម្រោងនេះកំពុងត្រូវបានអនុវត្តឬកំពុងអនុវត្តដាយរដ្ឋបាលីហ្វ័រញ៉ាអនុលមតាម 23 សហរដ្ឋអាមេរិក។ ៣២៧ និងអនុស្សរណៈយោគយល់គ្នាចុះចុងទី ២៣ ខែកក្កដាឆ្នាំ ២០១៩ និងបុរតិបត្តិដាយរដ្ឋបាលផ្លូវដែកសហព័ន្ធនិងរដ្ឋបាលីហ្វ័រញ៉ា។

[2] ហរដ្ឋបារចនាសម្ព័ន្ធទូទៅត្រូវគ្រោងទៅនឹងរចនាសម្ព័ន្ធនិងផ្លូវដែកដ៏ម្បីទុរទុរង់ការត់តាមរយៈសវាកម្មមសម្រាប់រថភ្លើង *Metrolink, Amtrak* និង រថភ្លើង *HSR* នាពេលអនាគត។

ពង្រីកចំណុះទីបុំអ្នកដំណើរ

ចុរកសម្រាប់អ្នកដំណើរមានសុវាប់ ដែលមានបុរវែងទទឹង ២៨-ហ្វីត នឹងត្រូវបានជំនួសដាយទីបុំផ្ទុអ្នកដំណើរ ដែលតម្រូវបានរចនាឡើង អាយមានលមុហគុរប់គ្រាន់ សម្រាប់អាយអ្នកដំណើរដើរទៅមកបានតាមសម្រួល, កន្លងែងរ៉ង់ចុរៀបប្រសុវែងរកផ្លូវ និង សញ្ញា, ការលក់រាយនូវទំនិញដែលទាក់ទងនឹងការធ្វើដំណើរ, អាហារ, និងគ្រឿងលិកទឹកចិត្តផ្សេងៗទៀត។ កំណាលមុអដល់ទីបំផុតអ្នកដំណើរ នឹងបង្កើនសុវត្ថិភាព, បង្កើនចំណុះអ្នកដំណើរ, និងសម្រាប់អាយពលរដ្ឋអាមេរិកាំងដែលពិការអាចធ្វើដំណើរទៅមកនាសូថានីយ៍ LAUS បានដាយងាយស្រួល និងមានបុរសិទ្ធភាព។

ចម្ងៃនតំណាតុជា ប៉ការធ្វើដំណើ កុនុងរដ្ឋប, អនុតរក្រុង, និងមូលដ្ឋាន់	ធ្វើឱ្យបុរសើរឡើងនូវការតភ្ជាប់កុនុងតំបន	បង្កើនសមត្ថភាពសវោធ្វើរដែក
HSR; មតេរុលឿនអាំតាក់ រថភ្លើងមតេរុ; មតេរុនិង បុរព័ន្ធឧទ្ធានក្រុងតុរុង:ជិះទុក	ជិះការអ៊ីមួយទៅកុនុសាទិសដៅនៃភាគខាងតុបូងរដ្ឋប California	បំពញ្ចេតមរូវការនាពលេអនាគត
កាត់បន្ថយពលេវលោទុកចាល់រថភ្លើង	**ការអភិវឌ្ឍនាពលេអនាគត**	**បង្កើតការងារថ្មីៗ**
ពលេវលោង់ចាំខ្លីជាង ; ឥនុជន: ការសន្សសំនិង ការបំភាយ ការកាត់បន្ថយកុនុងមួយ រថភ្លើង	ឱកាសសម្រាប់ ការអភិវឌ្ឍនមម្ងង់ទិស ឆ្ងលងកាត់	ប៉ាន់សុមាន ៤.៥០០ ការងារបណ្តាៈអាសន្ន កុនុងមួយឆ្នាំ កុនុងរយៈពលេបនាំនាំ ការងារអចិនុរយ៍ ២០០+
ធ្វើឱ្យបុរសើរឡើង ការធ្វើដំណើរដោយថ្មើជើង	**លើកកំពស់អ្នកតំណើរ បទពិសាធន៍**	**ធ្វើអាយបុរសើរឡើងដល់ផ្លូវ យ៊ឺង -១១១ និងផ្លូវកុនុងតំបន់**
មុធ្យាហាយងាយស្រួល និងសុវត្ថិភាពជាមួយថ្មើ ការកាត់បន្ថយការកិនឡើង និងជណ្តើរ។	កន្លងែងចូមីលក់រាយ និង សវោកម្មមផ្សេងទៀតនិងថ្មើ ពង្រីកទៀកា	ការរចនាទាន់សម័យនិង បង្កើនសុវត្ថិភាព

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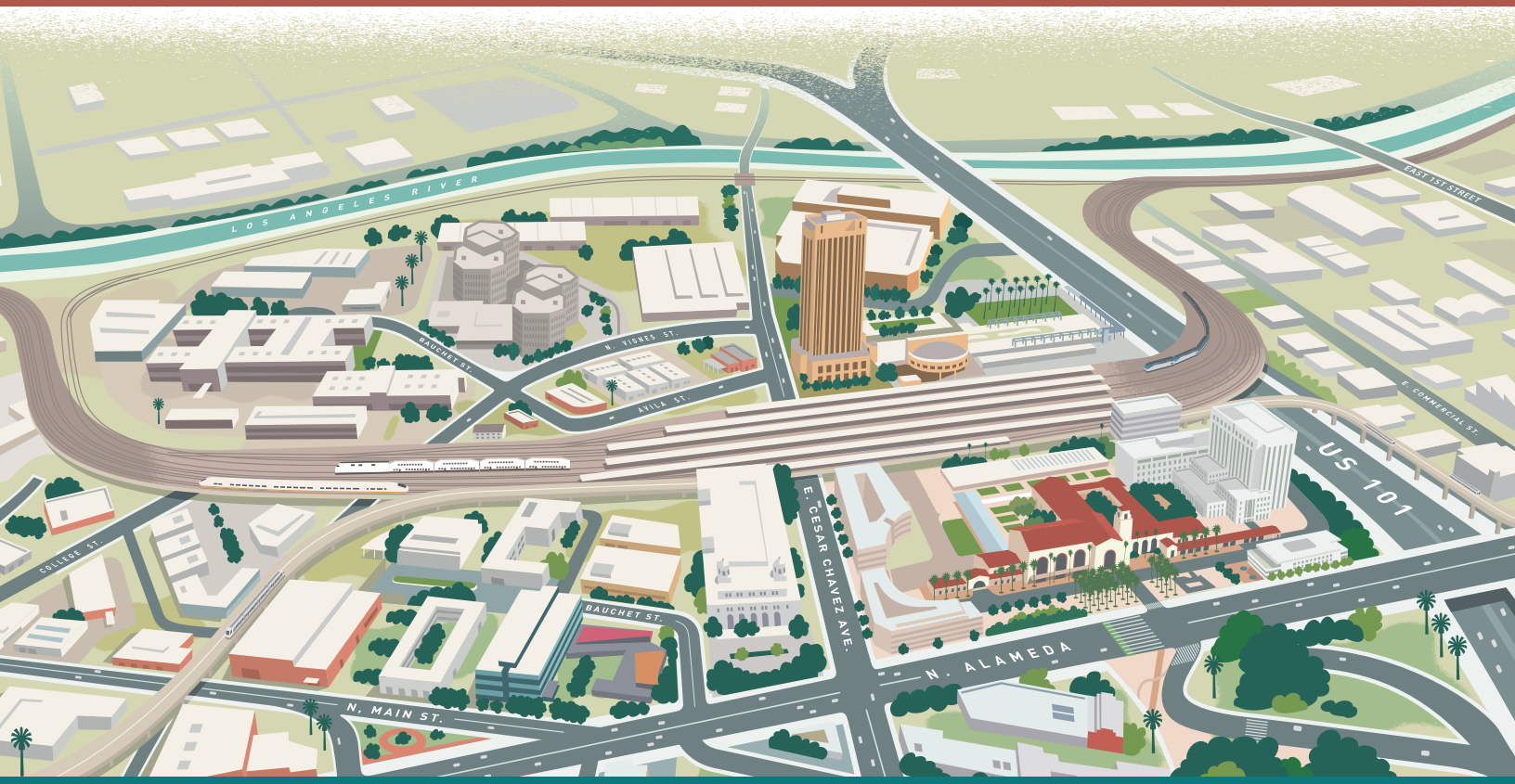
다음 정거장: 우리는 미래를 연결 중.

유니언 스테이션 링크(LINK US)
요약 자료



미래 개념도

Metro

2020년 가을

개요

로스앤젤레스 유니언 스테이션(LAUS)은 남가주 주요 교통 허브로서,

합쳐서 인구 2,000만 명이 넘는 여러 카운티들을 연결합니다. 2040년까지, 평일 20만 이상의 승객들이 LAUS를 통과할 것으로 예상됩니다. Link Union Station Project(Link US 또는 프로젝트)는 아래와 같은 수단으로 LAUS의 복합 운송 수요를 충족하려고 합니다:

> LAUS의 지역 및 도시 간 철도 서비스 용량 증가;
> 런스루(run-through) 선로를 구축하고 기존 스터브 엔드(stub-end) 선로 구성 제거하여 LAUS의 운행 시간표 신뢰도 개선;
> 화물 철도 운영의 현재 수준을 보존;
> 남부 캘리포니아에서 계획된 고속철도 시스템 수용;
> 승객/보행자 용량 증가;
> 새로운 승객 콘코스 구현을 통해 LAUS의 일정 신뢰성 개선

새로운 승객 콘코스 구현을 통해 LAUS의 일정 신뢰성 개선

스터브 엔드(stub-end) 또는 종단형 정차장으로서 모든 지역 및 도시 간 열차(메트로링크 및 앰트택)는 정차장 북쪽에 위치한 5개 선로 연결 통로(또는 정차장 리드선)를 통해 LAUS로 들어오거나 나갑니다. 이로 인해 정차장 안의 기차들이 20분 이상의 공회전 시간을 갖게 됩니다.

2006년, 런-스루 선로 프로젝트는 US-101 프리웨이 위로 4 개의 선로 확장을

포함시켰습니다. 새로운 승객 콘코스 및 계획된 고속철도 시스템의 수용으로 원래 프로젝트는 2015년에 가서는 남가주 지역 인터커넥터 프로젝트로 발전했으며 더 나아가서는 오늘날 Link US Project가 되었습니다.

환경 프로세스

2016 년, 로스앤젤레스 카운티 메트로폴리탄 교통국(메트로)과 연방 철도청(FRA)은 캘리포니아 환경기준법(CEQA)과 미국환경정책법(NEPA)의 요구에 맞게 Link US Project의 환경분석에 대한 대중들과 정부기관의 의견을 수집하기 위하여 공식적인 검토를 시작했습니다. 동시에, 메트로와 FRA는 CEQA와 NEPA에 요구와 일치하게 준비 통지서와 의향 통지서(NOI)를 발표함으로써 합동 환경영향 보고서(EIR) 및 환경 영향 성명서(EIS) 문서의 작성을 시작했습니다. 2018년, 메트로는 CEQA에 의한 주관 기관으로서 CEQA와 NEPA 프로세스를 분리하고 독립적인 EIR를 준비하기로 결정했습니다. 메트로는 2019년 1월 45일 기간 검토를 위하여 EIR 초안을 유포했고 최종 EIR를 2019년 6월에 인증했습니다.

2019년 7 월, FRA와 캘리포니아주는 미연방법[1] (U.S.C.) 23편 327조에 따라 양해 각서(MOU)를 체결했습니다. 그 MOU를 통하여 FRA는 캘리포니아주 교통국 및 캘리포니아주 고속철도청(CHSRA)을 통해 Link US Project를 포함한 몇 개 프로젝트를 위하여 NEPA와 기타 연방 환경법에 따른 연방 책임을 양도했습니다. 버논시(City of Verson) 안에 새로운 프로젝트 요소들의 추가에 대응하여 CHSRA는 Link US Project를 위한 EIS 초안 개발과 관련하여 추가 평가를 하고 대중들과 기관의 의견 수집을 위하여 수정된 NOI를 발부 중입니다.프로젝트 및 회의와 관련된 최신 정보는 Link USA 웹사이트를 방문하십시오: *metro.net/linkus.*

주요 Link US Project 구성 요소

> 새로운 리드 선로, 고가 조차장 및 플랫폼
> 새로운 콘코스 관련 개선. 새로운 에스컬레이터, 엘리베이터, 캐노피 포함.
> 101번 프리웨이 위로 LAUS 남쪽에 새로운 런스루 선로들(루프 트랙 가능성 포함)
> 미래의 고속철도를 지원하기 위한 공동 인프라에[2] CHSRA의 계획된 고속철도 시스템 수용
> 새로운 철도 통신, 신호 및 안전 개선
> BNSF 말라바(Malabar) 조차장에 오프 사이트 개선

[1]이 프로젝트에 적용되는 연방 환경법에서 요구하는 환경 검토, 협의 및 기타 조치는 23 미연방법 327 및 2019년 7월 23일자 미연방 철도청과 캘리포니아 주가 체결한 양해 각서에 의하여 캘리포니아 주에 의해서 수행되고 있습니다.

[2]공동 인프라는 메트로링크, 앰트랙 및 미래의 고속철도(HSR) 열차를 위한 런스루 서비스를 지원하는 구조 및 제방에 해당합니다.

콘코스 용량 확장

28피트 너비의 기존 보행자 통로는 승객 순환, 대합실 지역, 웨이파인딩, 표지, 승객들을 위한 소매점, 식당 및 그밖에 다른 편의 시설을 위한 공간을 갖춘 콘코스로 확장됩니다. 콘코스 관련 개선은 LAUS에서 각종 교통 수단의 연결을 위한 승객들 이동을 더욱 효율적으로 만들면서 안전, 승객 수용력 및 미국장애인법(ADA)에 의한 접근성을 높일 것입니다.

주간, 도시간, 지역 교통 연결성 향상	지역 연결성 향상	철도 서비스 용량 증가
고속철도; 메트로링크, 앰트랙, 메트로레일; 메트로 및 시영 버스 시스템; 메트로 및 시영 버스 시스템; 승차 공유	남가주 주요 목적지로 원-시트 라이드	미래 수요 수용
기차 공회전 시간 줄이기	**미래 개발**	**새로운 일자리 창출**
짧은 대기 시간; 기차 연료 절감 및 배기가스 감소	짧은 대기 시간; 기차 연료 절감 및 배기가스 감소	5년 동안 연간 약 4,500 개 임시직; 200개 이상의 정규직
보행자 접근성 향상	**승객 경험 향상**	**US-101 & 지역 도로 개선**
새로운 엘리베이터, 에스컬레이터, 층계와 함께 개선된 접근성과 안전성.	새 대합실, 상점, 기타 편의 시설 및 새로 확장된 승강장	개선된 설계 및 향상된 안전성

Link US NEPA 프로세스와 주요 NEPA 이정표

이정표 I	이정표 II	이정표 III	이정표 IV
수정된 의향 통지서	환경 영향 성명서(DEIS) 초안 발표	최종 환경 영향 성명서(FEIS) 발표	결정 기록 (ROD)
30일 대중 의견 수렴	대중 의견 수렴	의견에 응답	프로젝트
대중 참여 회의	공청회 일정		공식 승인

지속적인 대중 참여

문의하기

자세한 정보, 질문, 의견 또는 메일 링리스트 가입 요청은 다음으로 연락하십시오.

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regionalrail
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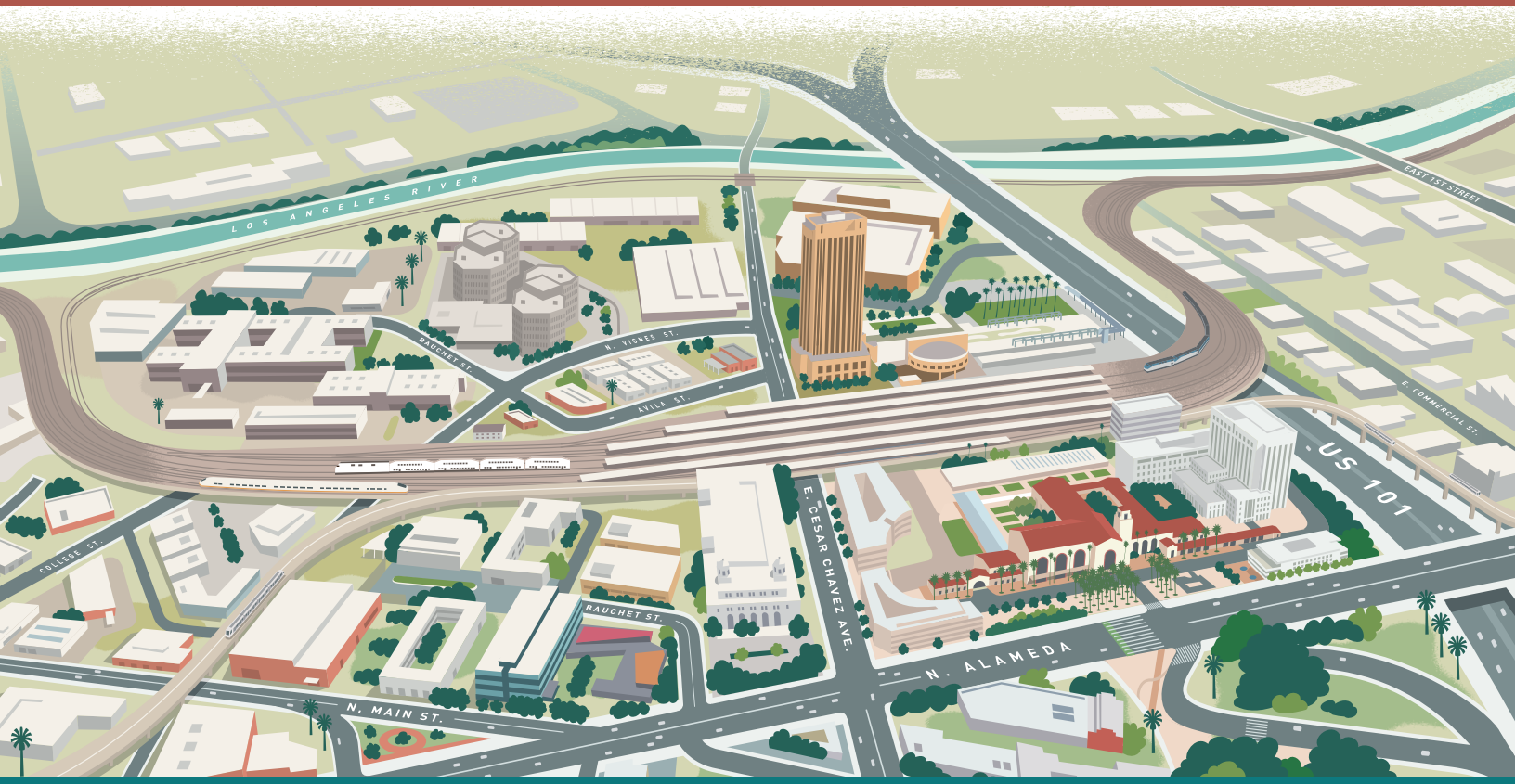
Proxíma parada: estamos conectando el futuro.

LINK UNION STATION (LINK US)

Hoja informativa



Ilustraciones conceptuales

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Descripción General

La estación Los Angeles Union Station (LAUS) es el centro neurálgico de transporte del Sur de California, que conecta varios condados cuya población total supera los 20 millones de personas. Se prevé que para el año 2040 más de 200,000 viajes de pasajeros ocurrirán a través de LAUS cada día de la semana. Se propone el proyecto "Link Union Station" (Link US o proyecto) para cumplir con las demandas de transporte multimodal en LAUS por:

> Incrementar la capacidad de servicio ferroviario regional e interurbano de LAUS;
> Mejorar la confiabilidad del cronograma en LAUS mediante a la implementación de un configuración de pistas y eliminación de la configuración actual de pistas de raíles;
> Preservar los niveles actuales de operaciones ferroviarias;
> Adaptación del sistema HSR planificado en el sur de California;
> Aumentar la capacidad de pasajeros / peatones; y,
> Mejora de la seguridad de LAUS mediante la implementación de un nuevo pasajero concurso.

Historia y Antecedentes del Proyecto

Como estación sin vías de salida, todos los trenes suburbanos e interurbanos ingresan y salen a través de una "garganta" de cinco vías (o vías de entrada a la estación) ubicadas en el extremo norte. Esto produce que los trenes tengan un tiempo en ralentí de 20 minutos o más en la estación.

En 2006, el Proyecto de Vías Directas incluyó extender cuatro vías por encima de la autopista sin peaje US-101. El proyecto original evolucionó dando lugar al proyecto de Interconexión Regional del Sur de California (SCRIP), para más tarde convertirse en lo que actualmente se conoce como proyecto Link US.

Proceso Ambiental

En el año 2016, la Agencia de Transporte Metropolitano del Condado de Los Ángeles (Metro) y La Administración Federal de Ferrocarriles (FRA) llevó a cabo un proceso formal de determinación del alcance para recopilar retroalimentación del público y de la agencia sobre el alcance del análisis ambiental para Link US Proyecto según los requisitos de la Ley de Calidad Ambiental de California (CEQA) y Ley de Política Ambiental Nacional (NEPA). Al mismo tiempo, Metro y FRA comenzaron la elaboración de un informe conjunto de impacto ambiental (EIR) e impacto ambiental declaración(EIS) mediante la publicación de un Aviso de preparación y un Aviso de intención (NOI) de acuerdo con CEQA y NEPA, respectivamente. En 2018, Metro, como líder agencia bajo la CEQA, elegida para separar los procesos CEQA y NEPA y preparar un EIRindependiente. Metro hizo circular un Borrador de EIR para un período de revisión de 45 días en enero 2019 y certificó un EIR final en junio de 2019.

En julio de 2019, la FRA y el estado de California firmaron un Memorando de Entendimiento (MOU) bajo el Título 23 y la Sección 327 del Código de los Estados Unidos [1] (U.S.C.). A través de MOU, FRA asignado, a través de la Agencia de Transporte del Estado de California y CHSRA, las responsabilidades federales bajo la NEPA y otras leyes ambientales federales para ciertos proyectos que incluyen el proyecto Link US.
En respuesta a la incorporación de un nuevo proyecto componentes en la ciudad de Vernon, CHSRA está emitiendo un NOI revisado para iniciar alcance y solicitar aportes adicionales del público y de la agencia con respecto al desarrollo de la Borrador de EIS para el proyecto Link US.

Visite el sitio web de Link US para obtener la información más reciente sobre las actualizaciones del proyecto y reuniones: *metro.net/linkus*

Componentes del Proyecto Link US

> Nuevas vías, patio de ferrocarril elevado y plataformas.
> Nuevas mejoras relacionadas con la explanada, incluyendo nuevas escaleras mecánicas, ascensores y marquesinas
> Nuevas pistas de ejecución (con la posibilidad de una pista de bucle) al sur de LAUS sobre la autopista US-101
> Alojamiento del sistema HSR planificado de la CHSRA en una infraestructura [2] común para soportar futuros trenes HSR
> Nuevas comunicaciones ferroviarias, señales y mejoras de seguridad
> Mejoras fuera del sitio en BNSF Malabar Yard

1 La revisión ambiental, la consulta y otras acciones requeridas por las leyes ambientales federales para este proyecto están siendo o se han llevado a cabo el Estado de California de conformidad con 23 U.S.C. 327 y un MOU de la fecha 23 de julio de 2019 y ejecutado por la Administración Federal de Ferrocarriles y el Estado de California. laws for this project are being or have been carried out by the State of California pursuant to 23 U.S.C. 327 and an MOU dated July 23, 2019 and executed by the Federal Railroad Administration and the State of California.

2 La infraestructura común corresponde a estructuras y terraplenes para apoyar el paso servicio para Metrolink, Amtrak y futuros trenes HSR.

Ampliación del Corredor

El pasaje peatonal existente de 28 pies de ancho se reemplazaría por un vestíbulo diseñado con suficiente espacio para la circulación de pasajeros, áreas de espera, señalización, venta minorista relacionada con el tránsito, alimentos y otras comodidades. Las mejoras relacionadas con el concurso mejorarían la seguridad, la capacidad de pasajeros y los estadounidenses con Accesibilidad de la Ley de Discapacidades (ADA) al tiempo que permite una salida de pasajeros más eficiente movimientos hacia y desde los distintos modos de tránsito en LAUS.

MEJORAR LA CONECTIVIDAD DEL TRÁNSITO LOCAL, INTERURBANO E INTRAESTATAL	MEJORAR LA CONECTIVIDAD REGIONAL	AUMENTAR LA CAPACIDAD DEL SERVICIO FERROVIARIO
HSR; Metrolink, Amtrak, Metro Rail; sistemas de autobuses municipales y Metro; transporte compartido	Trayectos directos a los principales destinos del sur de California	Dar respuesta a la futura demanda
REDUCIR EL TIEMPO EN RALENTÍ DE LOS TRENES	**FUTURO DESARROLLO**	**GENERAR NUEVOS EMPLEOS**
Tiempos de espera más cortos; combustible ahorros y emisiones reducciones por tren	Oportunidad para orientado al tránsito desarrollo	Se estima que 4,500 empleos temporales por año durante el período de cinco años; más de 200 empleos permanentes
MEJORAR EL ACCESO PEATONAL	**OPTIMIZAR LA EXPERIENCIA DEL PASAJERO**	**MEJORAR LAS CARRETERAS LOCALES Y LA US-101**
Opciones de movilidad y funciones de seguridad mejoradas	Nuevo vestíbulo, tiendas y otros servicios, y nuevos andenes más amplios	Diseño actualizado y mayor seguridad

Proceso de Estudio Ambiental del Proyecto Link US

ETAPA I	ETAPA II	ETAPA III	ETAPA IV
Notificación de preparación	Documento ambiental preliminar	Documento ambiental definitivo certificación	Registro de decisión Respuestas a comentarios
Período de evaluación pública de 30 días	Período para comentarios públicos de 45 días	Respuestas a comentarios	Proyecto aprobado por la autoridad
Reunión de evaluación pública	Audiencia pública	Audiencia pública	

Participación Pública Continua

Contáctenos

Para más información, preguntas o comentarios,por favor contactar:

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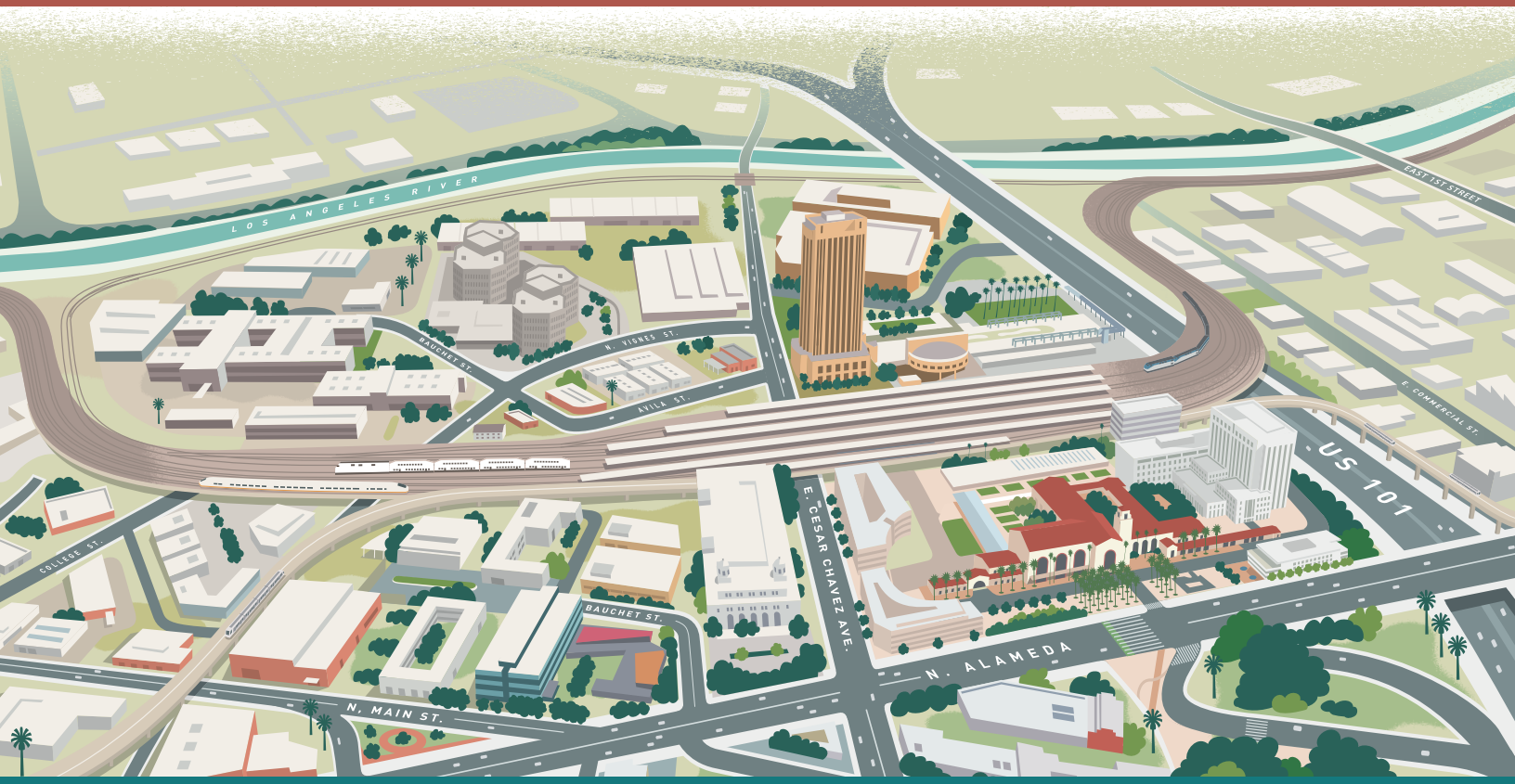
Điểm dừng tiếp theo: chúng tôi đang kết nối tương lai.

LINK UNION STATION (LINK US)
Bảng Thông tin Tổng quan



tác phẩm nghệ thuật khái niệm

Metro

MÙA THU NĂM 2020

Tổng quat

Nhà Ga Los Angeles Union Station (LAUS) là trung tâm giao thông vận chuyển chính của vùng Nam California, kết nối nhiều quận với tổng số dân cư vượt quá 20 triệu người.Đến năm 2040, dự kiến sẽ có hơn 200.000 chuyến hành khách qua LAUS mỗi ngày trong tuần. Dự án Link Union Station (Link US hoặc dự án) được đề xuất để đáp ứng nhu cầu vận chuyển đa phương thức tại LAUS bằng cách:

> Gia tăng năng lực dịch vụ đường sắt khu vực và liên thành phố của LAUS;
> Cải thiện mức độ tin cậy của lịch trình vận chuyển tại LAUS thông qua việc thực hiện cấu hình đường sắt chạy xuyên ngang và loại bỏ cấu hình các đường sắt đi vào ngõ cụt (stub-end) hiện nay;
> Duy trì mức độ hoạt động hiện tại của đường sắt vận chuyển hàng hóa;
> Cung cấp hệ thống HSR theo kế hoạch ở khu vực Nam California;
> tăng sức chứa hành khách / người đi bộ; và,
> ETăng cường sự an toàn của LAUS thông qua việc triển khai một phòng chờ đợi mới cho hành khách.

Lịch sử và bối cảnh dự án

Là nhà ga cụt, hoặc ga cuối đường, tất cả các chuyến tàu hỏa khu vực và liên thành phố (Metrolink và Amtrak) đi đến và đi ra khỏi LAUS thông qua một chỗ thắt 5-tuyến đường ray (hoặc đường ray chính của ga) được định vị ở phía bắc của nhà ga. Điều này dẫn đến thời gian không hoạt động 20 phút hoặc lâu hơn cho các chuyến tàu trong nhà ga.

Năm 2006, Dự án Đường ray Chạy Xuyên qua của LAUS (LAUS Run-Through Tracks Project) bao gồm phần mở rộng của bốn đường ray bắc ngang qua xa lộ US-101. Với việc bổ sung một phòng chờ đợi của hành khách mới và cơ sở tiện nghi của hệ thống HSR được quy hoạch, dự án ban đầu đã tiến triển thành Dự án Liên Kết nối Khu vực Nam California (Southern California Regional Interconnector Project) vào năm 2015 và

cuối cùng trở thành cái dự án mà ngày nay được gọi là Dự án Link US.

Quy trình Môi trường

Năm 2016, Cơ quan Vận chuyển Đô thị Quận Los Angeles (Tàu điện - Metro) và Cục Đường sắt Liên bang (FRA) đã tiến hành một quy trình xác định phạm vi chính thức để thu thập ý kiến đóng góp của công chúng và cơ quan về phạm vi phân tích môi trường cho Dự án Link US theo các yêu cầu của Đạo luật Chất lượng Môi trường California (CEQA) và Đạo luật Chính sách Môi trường Quốc gia (NEPA). Đồng thời, Metro và FRA đã bắt đầu việc chuẩn bị một báo cáo tác động môi trường chung (EIR) và tuyên bố tác động môi trường (EIS) bằng cách công bố Thông báo về Việc Chuẩn bị và Thông báo về Ý định (NOI) theo quy định tương ứng của CEQA và NEPA. Năm 2018, Metro, với vai trò cơ quan chỉ đạo trực thuộc CEQA, được chọn để tách biệt các quy trình CEQA và NEPA và chuẩn bịmột bản EIR độc lập. Metro đã phát hành bản Dự thảo EIR cho thời gian xem xét 45 ngày vào tháng Giêng 2019 và đã được chứng thực là bản EIR cuối cùng vào tháng 6 năm 2019.

Vào tháng 7 năm 2019, FRA và tiểu bang California đã thực hiện Biên bản Ghi nhớ(MOU) theo Tiêu đề 23 và Khoản 327 của Bộ luật[1] Liên bang Hoa Kỳ (U.S.C.). Qua bản MOU đó, FRA được chỉ định, thông qua Cơ quan Giao thông Vận chuyển Tiểu bang California và CHSRA, để nhận lãnh các trách nhiệm liên bang theo quy định của NEPA và các luật lệ về môi trường liên bang khác đối với một sốcác dự án bao gồm Dự án Link US. Để đáp ứng với việc bổ sung các thành phần mới của dự án ở Thành phố Vernon, CHSRA đang ban hành một bản NOI Được Sửa đổi để khởi sự công việc bổ sung xác định phạm vi và thu hút thêm ý kiến đóng góp của công chúng và cơ quan liên quan đến việc phát triển Dự thảo EIS cho Dự án Link US.

Quy trình Link US NEPA và Các Mốc Quan trọng của NEPA

CỘT MỐC 1	CỘT MỐC 2	CỘT MỐC 3	CỘT MỐC 4
Thông báo sửa đổi về ý định Thời gian xác định phạm vi công khai 30 ngày Cuộc họp xác định phạm vi công khai	Bán lại Dự thảo của Quy chế Tác động Môi trường (DEIS) Thời gian bình luận công khai Điều trần công khai	Xuất bản Môi trường cuối cùng Tuyên bố tác động (FEIS) Phản hồi nhận xét	Bản ghi quyết định (ROD) Dự án được Cơ quan phê duyệt

Vui lòng truy cập trang web Link US để biết thông tin mới nhất về cập nhật dự án và các cuộc họp: *metro.net/linkus.*

Các Thành phần Chính của Dự án Link US

> Đường ray mới, sân đường sắt được nâng cao và sân ga
> Các cải tiến mới liên quan đến phòng chờ đợi của hành khách, bao gồm thang cuốn, thang máy và mái che mới
> Đường ray chạy xuyên qua mới (bao gồm cả khả năng có đường vòng) ở phía nam của LAUS bắc ngang qua xa lộ US-101
> Tiện nghi của hệ thống HSR được quy hoạch của CHSRA trên cơ sở hạ[2] tầng chungđể hỗ trợ các chuyến tàu HSR trong tương lai
> Cải tiến hệ thống truyền thông liên lạc, tín hiệu và an toàn đường sắt mới
> Các cải tiến bên ngoài địa điểm cho bãi BNSF Malabar Yard

1 Đánh giá môi trường, tham vấn và các hành động khác theo yêu cầu của môi trường liên bang hiện hành luật cho dự án này đang được hoặc đã được thực hiện bởi Bang California theo 23 U.S.C. 327 và một MOU ngày 23 tháng 7 năm 2019 và được thực thi bởi Cục Quản lý Đường sắt Liên bang và Tiểu bang California.

2 Cơ sở hạ tầng chung tương ứng với các công trình và kè để hỗ trợ đường chạy qua dịch vụ cho các chuyến tàu Metrolink, Amtrak và HSR trong tương lai.

Công suất phòng chờ được mở rộng

Sức chứa của Phòng chờ được Mở rộngLối đi dành cho người đi bộ rộng 28 foot bề ngang hiện tại sẽ được thay thế bằng một phòng chờ được mở rộng được thiết kế với đủ không gian để hành khách đi đứng, khu vực chờ, tìm đường lối và bảng chỉ dẫn, cửa hàng bán lẻ liên quan đến vận chuyển, thực phẩm và các tiện nghi khác. Những cải tiến liên quan đến phòng chờ sẽ nâng cao mức an toàn, năng lực vận chuyển hành khách và khả năng tiếp cận do Đạo luật Người Mỹ có Khuyết tật (ADA) quy định đồng thời cho phép hành khách ra vào hiệu quả hơn khi di chuyển đến và đi từ các phương thức vận chuyển khác nhau tại LAUS.

SỰ THAM GIA CỦA CỘNG ĐỒNG

LIÊN HỆ CHÚNG TÔI

Để biết thêm thông tin, thắc mắc hoặc nhận xét, vui lòng liên hệ:

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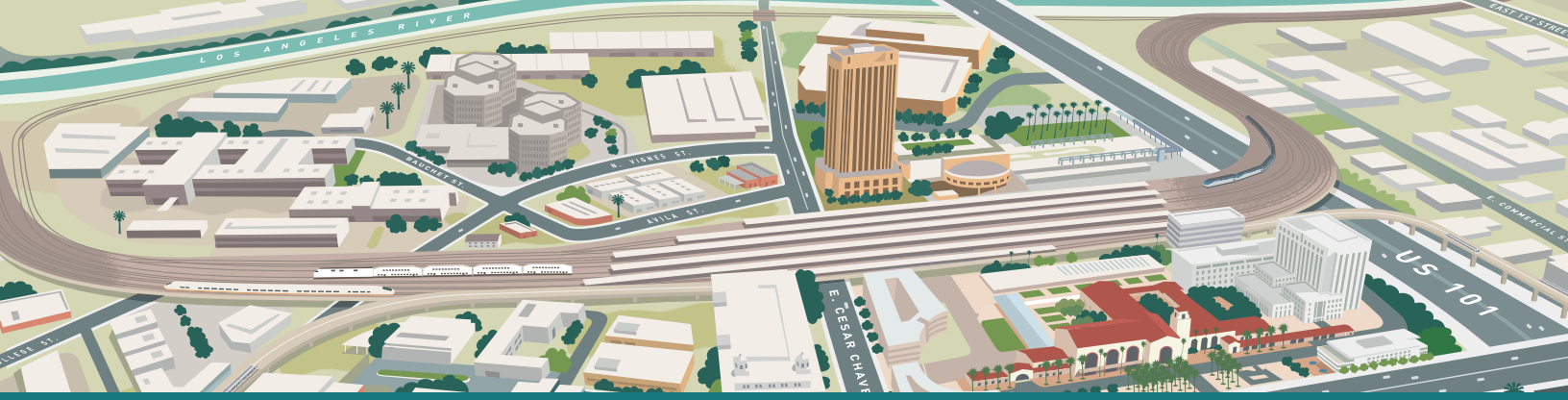

概念图

下一站：我们正在连接未来

连接联合车站 (LINK US)–常见问题解答

1 Link US 项目是什么?

该连接联合车站 (Link US) 项目包括几个关键组成部分：

1. 新的引导轨道, 高架铁路堆场和月台
2. 与客运大厅相关的新改进, 包括新的自动扶梯、电梯和檐篷
3. 洛杉矶联合车站 (LAUS) 南部跨越新 US-101 的新直通车道包括环形车道的可能性
4. 适应加州高铁局 (CHSRA) 的计划的高铁 (HSR) 系统的通用基础设施[1],以支持未来的高铁列车
5. 新的铁路通信、信号和安全改进
6. 弗农的BNSF马拉巴尔造船厂进行场外改进

2 为什么需要Link US, 它对本地区有何价值?

到2040年, 预计每个工作日将有超过200,000乘客通过LAUS出行. Link US 或项目 通过以下方式满足LAUS的多式运输需求:

> 提升 LAUS 的区域和城市间铁路服务能力;
> 通过实施直通轨道配置并消除当前的终端轨道配置来提高 LAUS 计划的可靠性;
> 保持当前的货运铁路运营水平;
> 适应南加州计划中的高铁 (HSR) 系统;
> 增加旅客/行人通行能力; 以及,
> 通过实施新的客运大厅来提高 LAUS 的安全性.

在开发中考虑了多轨对准 为 Link US 建立替代方案◦构建替代方案包括 最多可重建7条主线以适应新成绩 用于高架铁路围场, 这有助于穿通 轨道和美国 101 上的高架桥结构. 多达 10 个新 贯穿轨迹 (包括循环轨迹的可能性) 为 在 LAUS 南部和商业街沿线建造, 以方便 区域/城际铁路列车和未来的高铁列车的连接 主线位于洛杉矶河西岸. 的 建造替代方案还包括新的客运平台 高架铁路场上方的檐篷.

提议的与客运大厅相关的改进将增加乘客容量，改善连通性并增强可及性和安全. 扩展的通道 (宽140英尺) 或地面客运大厅 (宽300英尺) 将包括等候空间区域、洗手间、与运输相关的零售区域和其他乘客便利设施, 同时还提供足够的行人通行能力, 以满足到2040年预计 LAUS旅客人数将增加. 扩大的通道或地面客运大厅将提供与现有通道类似的服务交通时间和出行便利性, 并增加了行人通道和《美国残疾人法案》 (ADA) 规定的月台无障碍通行. 通过用电梯和自动扶梯代替现有的坡道, 可以实现更方便的出入, 并且使洛杉矶县大都会交通管理局 (Metro) 能够符合当前的消防和生命安全要求.

3 谁在实施该项目?

Link US 团队由许多机构组成, 他们共同努力使该项目取得成功. Metro 是当地项目的发起人, 是《加州环境质量法》(CEQA) 规定的牵头机构, 也是《国家环境政策法》 (NEPA)规定的联合牵头机构. 根据《美国法典[2]》 第 23 卷第 327 条以及联邦铁路管理局 (FRA)与加利福尼亚州于 2019 年7月 23 日签署的《谅解备忘录》的规定, CHSRA 担任 NEPA 和適用於该项目的其他联邦环境法律项下的牵头联邦机构. 负责在整个项目中提供建议和反馈的其他联邦、州、地区和地方机构包括加利福尼亚州运输局 (CalSTA), 南加州地方铁路局(SCRRA), Amtrak, 洛杉矶 – 圣地亚哥–圣路易斯奥比斯波 (LOSSAN) 铁路走廊局, 加利福尼亚州交通运输部(Caltrans)以及洛杉矶和弗农市.

4 LAUS 的轨道当前是如何配置的?

LAUS 是终端站或死端站, 所有区域和城市间列车通过五轨喉道 (或车站引导轨道) 在车站的北端进出. 这些终端轨道需要将火车通过喉咙推入车站然后从车站拉出, 这增加了乘客的出行时间, 并限制了车站的运营能力.

5 资金来源是什么?

通过规划、环境和初步工程工作, Metro 迄今已收到其他州和地区资金合作伙伴的承诺, 总额达9.5亿美元. 主要资金来源包括:

> **4.23** 亿美元 - 2020年3月, Metro和 CHSRA 签署了一项《谅解备忘录》, 涉及 4.23 亿美元的提案1A所需的潜在未来协议对Link US供款.
> **3.98** 亿美元–2018 年公交和城市间铁路改善计划 (TIRCP) 和州交通改善计划(STIP) 赠款3.98亿美元–总计拨款和计划拨款3.98 亿美元.
> **1.29** 亿美元 –其他本地、州和联邦资源总计 1.29 亿美元.

根据迄今为止的可用资金, Metro计划在LAUS实施临时两轨直通配置, 以使区域和城市间铁路列车(Metrolink和Amtrak)早日受益. Link US 团队正在寻求包括联邦资金在内的额外资金, 以建造新的引导轨道, 带有附加贯穿轨的高架铁路货场以及与客运大厅相关的改进.

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秋季 2020

6 项目的施工将如何影响洛杉矶市中心?

大多数项目施工将发生在 LAUS 园区或 Metro 拥有的物业中. 施工也会发生在与 US-101 以及中心街、主街和商业街上方和附近, 进行桥梁和道路改善. 多轨改进措施将沿洛杉矶河西岸的铁路通行权 (ROW) 向南延伸.

Metro将与受影响的当地社区、洛杉矶市市议会1区和14区以及铁路和公交运营商紧密合作, 避免和最大程度地减少周边社区与施工相关的影响. 缓解措施将最终确定并包含在NEPA最终决定文件中.

7 根据 NEPA 进行的当前研究与根据《加利福尼亚环境质量法》完成的先前研究有何不同?

Link US以前称为LAUS直通车轨道项目2006年) 和南加州区域互连项目 (SCRIP) (2014年). 2015年10月, Metro董事会批准了SCRIP的扩展,以包括新的客运大厅和 潜在适应在LAUS的计划的高铁系统. 2017年3月, Metro董事会批准了建造方案以供在环境文件中进一步研究, 并要求工作人员在地面选择之外,还开发一种新的低成本、高于地面的客运大厅选择.

2018年10月, Metro选择根据CEQA编写独立的环境影响报告 (EIR). 2018年11月, 在2019年1月分发EIR草案以供公众审查之前, Metro董事会批准了提议项目的名称, Metro在2019年6月27日通过了Link US项目EIR定稿的认证.

Metro和CHSRA正在遵循 NEPA恢复完成环境影响声明(EIS)所需的分析. NEPA流程的关键要素是在等效的详细程度下评估合理范围的替代方案. 这些替代方案将在获认证的EIR定稿中包括已批准的CEQA建议项目的组成部分. NEPA还需要对在CEQA中未考虑的影响进行分析, 例如环境司法, 社会经济学和1964年《民权法案》第六篇. EIS 还将包括第4(f) 节的分析, 这不是CEQA流程的组成部分。有关Link US 的NEPA和CEQA流程的其他更新, 请访问*metro.net/linkus*.

8 经修订的意向书 (NOI) 是什么, 它与 EIS 草案有什么关系?

2016年5月31日, FRA根据NEPA的要求, 在《联邦公报》发布了NOI. 2016年, Metro 和FRA进行了正式的范围界定流程, 以收集公众和机构对Link US项目联合EIS / EIR环境分析范围的反馈. 以来2016年, Metro 进行了先进的前期工程, 并在 在NEPA分配后, 与CHSRA一起确定了 在弗农市对BNSF马拉巴尔围场进行了改进, 以恢复 并抵消了货运存储能力的永久损失 发生在第一街以北的BNSF西岸场. 修改后的NOI已发布在《联邦公报》中, 以解决在弗农市提出的新项目的一部分.

修订后的NOI 可以在Metro的网站上找到: *metro.net/linkus*.

9 在弗农市提出了哪些改进措施?

连接Link US 导致LAUS附近的BNSF西岸堆场的多式联运轨道车辆存储能力的大约5500英尺的永久损失. 这种影响使该设施实际上无法用作终端存储场, 因为BNSF将失去在洛杉矶港口和长滩附近以及两个关键BNSF多式联运设施 (IMF) (霍巴特IMF和商业IMF) 西部存储较长的多式联运轨道车辆的能力.

为了恢复和弥补BNSF西岸堆场的货运存储能力损失, 建议在弗农市对BNSF马拉巴尔货场进行场外改进. 在没有以下物理基础设施改进的情况下, BNSF马拉巴尔堆场在其现有条件下不能用于弥补联运铁路车辆存储能力的损失

- 关闭49街的地面交道口
- 在46街的太平洋大道和塞维利亚大道之间增加一条1,000英尺的轨道连接

10 为什么选择 BNSF 马拉巴尔船坞的位置?

BNSF 的运营要求在该地区和BNSF的霍巴特和商业联运设施 (IMF) 以西的附近港口提供联运仓储堆场. 由于其位置和可容纳较长的火车能力, 弗农市的 BNSF 马拉巴尔堆场被选为首选地点, 以抵消西岸堆场存储能力的损失.

[1] 应于结构和路堤的通用基础设施, 以支持Metrolink、Amtrak和未来的HSR列车的直通服务.

[2] 适用联邦政府对该项目规定的环境审查、咨询和其他行动由加利福尼亚州根据《美国法典》第23卷第 327条和联邦铁路管理局与加利福尼亚州于2019年7月23日的签署的谅解备忘录正在或者已经进行.

我如何获得更多信息

请使用以下联系工具
获取更多项目信息、提问 或提供意见.

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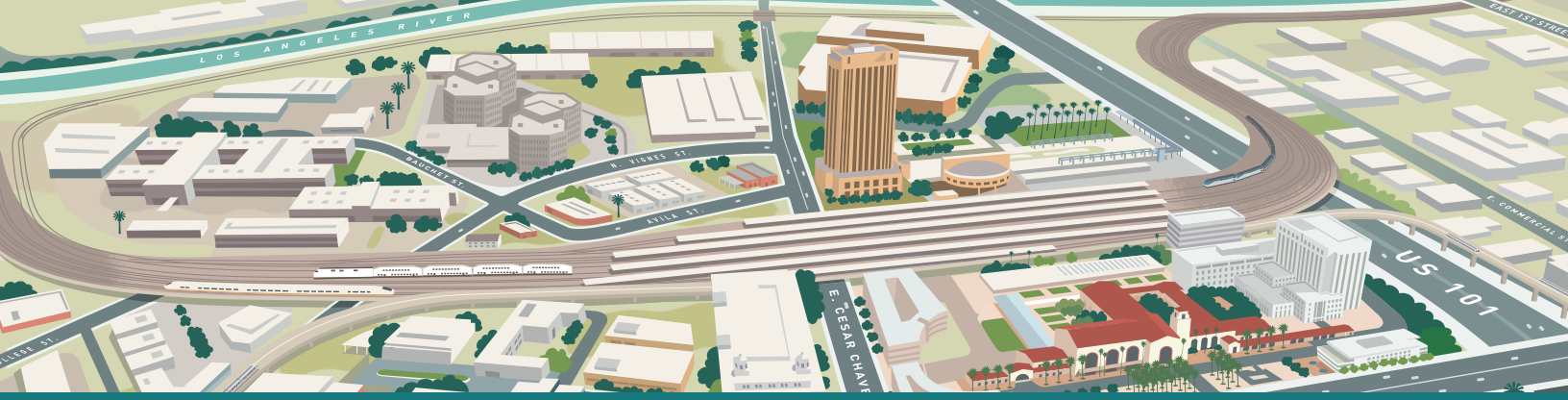

Conceptual artwork

Next stop: we're connecting the future.

LINK UNION STATION (LINK US) — Frequently Asked Questions

1 What is the Link US project?

Link Union Station (Link US) project comprises several key components:

1. New lead tracks, elevated rail yard and platforms
2. New concourse-related improvements, including new escalators, elevators and canopies
3. New run-through tracks (including the possibility of a loop track) south of the Los Angeles Union Station (LAUS), over US-101
4. Accommodation of California High-Speed Rail Authority's (CHSRA) planned high-speed rail (HSR) system on common infrastructure[1] to support future HSR trains
5. New rail communications, signals and safety improvements
6. Off-site improvements to BNSF Malabar Yard in the City of Vernon

2 Why is Link US needed and how is it valuable to the region?

By 2040, over 200,000 passenger trips through LAUS each weekday are expected to occur. Link US is to meet the multi-modal transportation demands at LAUS by:

- Increasing the regional and intercity rail service capacity of LAUS;
- Improving schedule reliability at LAUS through the implementation of a run-through tracks configuration and elimination of the current stub-end tracks configuration;
- Preserving current levels of freight rail operations;
- Accommodating the planned HSR system in Southern California;
- Increasing the passenger/pedestrian capacity; and,
- Enhancing the safety of LAUS through the implementation of a new passenger concourse.

Multiple track alignments were considered in the development of the build alternatives for Link US. The build alternatives would include the reconstruction of up to seven lead tracks to match the new grade for an elevated rail yard, which is required to facilitate the run-through tracks and supporting viaduct structure over U. S. 101. Up to 10 new run-through tracks (including the possibility of a loop track) would be constructed south of LAUS and along Commercial Street to facilitate connections for regional/intercity rail trains and future HSR trains to the main line tracks on the west bank of the Los Angeles River. The build alternatives would also include new passenger platforms with canopies above the elevated rail yard.

The proposed concourse-related improvements would increase passenger capacity, improve connectivity, and enhance accessibility and safety. The expanded passageway (140 feet wide) or the at-grade passenger concourse (300 feet wide) would include space for waiting areas, restrooms, transit-related retail areas and other passenger amenities, while also providing sufficient pedestrian capacity to meet the 2040 forecasted increase in LAUS passenger trips. The expanded passageway or at-grade passenger concourse would provide similar transfer times and travel convenience as the existing passageway, with enhanced pedestrian access and Americans with Disabilities Act (ADA) accessibility to the platforms. Enhanced access would be achieved by replacing the existing ramps with elevators and escalators and enable them to meet current fire and life safety requirements.

3 Who is working on the project?

The Link US team comprises a number of agency partners working collaboratively to make this project a success. Metro is the local project sponsor, lead agency under the California Environmental Quality Act (CEQA), and a joint-lead agency under the National Environmental Policy Act (NEPA). CHSRA serves as the lead federal agency under NEPA, as well as other federal environmental laws for the project, pursuant to 23 United States Code[2] (USC) 327 and a Memorandum of Understanding between the Federal Railroad Administration (FRA) and the State of California, executed on July 23, 2019. Other federal, state, regional and local agencies with responsibility to advise and provide feedback throughout the project include the California State Transportation Agency (CalSTA), the Southern California Regional Rail Authority (SCRRA), Amtrak, Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency, California Department of Transportation (Caltrans), and the Cities of Los Angeles and Vernon.

4 How are the tracks at LAUS currently configured?

LAUS is a stub-end, or dead-end, station where all regional and intercity trains enter and exit through a five-track throat (or station lead tracks) at the north end of the station. These stub-end tracks require trains to be pushed into and then pulled out of the station through the throat, increasing travel times for passengers and limiting operational capacity at the station.

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5 What is the source of funding?

Through planning, environmental and preliminary engineering work, Metro has received commitment from other state and regional funding partners for a total of $950 million to date. The major funding sources include:

- **$423M** – In March 2020, Metro and CHSRA entered into an Memorandum of Understanding regarding potential future agreements required for the $423 million Proposition 1A contribution to the Link US Project.
- **$398M** – A total of $398 million has been awarded and programmed to the Link US Project from the 2018 Transit and Intercity Rail Capital Program (TIRCP) and State Transportation Improvement Program (STIP) Grants.
- **$129M** – Other local, state and federal sources total $129 million.

Based on available funding to date, Metro plans to implement an interim two-track, run-through configuration at LAUS to enable regional and intercity rail trains (Metrolink and Amtrak) to realize early benefits. The Link US team is pursuing additional funding, including federal funding sources, to enable construction of the new lead tracks, elevated rail yard with additional run-through tracks, and concourse-related improvements.

6 How will construction of the project impact downtown Los Angeles?

The majority of project construction would occur on the LAUS campus or properties owned by Metro. Construction would also occur over and adjacent to US-101 and Center, Main and Commercial Streets for bridge and road improvements. Multiple track improvements would extend south within the railroad right-of-way (ROW) along the west bank of the Los Angeles River.

Metro will work closely with the affected local communities, City Council Districts 1 and 14 for the City of Los Angeles, and the rail and transit operators to avoid and minimize construction-related impacts on surrounding communities. Mitigation measures will be finalized and included in the final NEPA decision documents.

7 How does this current study under NEPA differ from the previous study completed under the California Environmental Quality Act?

Link US is formerly known as the LAUS Run-Through Tracks Project (2006) and Southern California Regional Interconnector Project (SCRIP) (2014). In October 2015, the Metro Board approved the expansion of SCRIP to include a new passenger concourse and potential accommodation of the planned HSR system at LAUS. In March 2017, the Metro Board approved the build alternatives to be further studied in an environmental document, and also requested staff develop a new lower-cost, above-grade passenger concourse option, in addition to the at-grade option.

In October 2018, Metro elected to prepare a stand-alone environmental impact report (EIR) in compliance with CEQA. In November 2018, the Metro Board of Directors approved the designation of the proposed project, prior to circulation of the Draft EIR for public review in January 2019. Metro certified the Final EIR for Link US on June 27, 2019.

[1] Common infrastructure corresponds to structures and embankments to support run-through service for Metrolink, Amtrak and future HSR trains.

Metro and CHSRA are resuming the analysis necessary to complete an environmental impact statement (EIS) in compliance with NEPA. A key element of the NEPA process is evaluating a reasonable range of alternatives at an equivalent level of detail. These alternatives will include components of the approved CEQA proposed project in the certified Final EIR. NEPA also requires the analysis of impacts not considered under CEQA, such as environmental justice, socioeconomics and Title VI of the Civil Rights Act of 1964. The EIS will also include a Section 4(f) analysis, which is not a component of the CEQA process. For additional updates on the NEPA and CEQA processes for Link US, visit *metro.net/linkus*.

8 What is the Revised Notice of Intent (NOI) and how does it relate to the Draft EIS?

On May 31, 2016, FRA published an NOI in the Federal Register pursuant to the requirements of NEPA. In 2016, Metro and FRA conducted a formal scoping process to collect public and agency feedback on the scope of environmental analysis for the Link US Project joint EIS/EIR. Since 2016, Metro has advanced preliminary engineering, and in coordination with CHSRA, following NEPA Assignment, has identified a need for improvements to the BNSF Malabar Yard in the City of Vernon to restore and offset the permanent loss of freight storage capacity that would occur at the BNSF West Bank Yard north of First Street. A Revised NOI is published in the Federal Register to address the new project component proposed in the City of Vernon.

The Revised NOI can be found on Metro's website: *metro.net/linkus*.

9 What types of improvements are being proposed in the City of Vernon?

Link US would result in the permanent loss of approximately 5,500 track-feet of intermodal railcar storage capacity at BNSF's West Bank Yard near LAUS. This impact renders the facility effectively useless as a stub-end storage yard because BNSF would lose the ability to store longer intermodal railcar sets in close proximity to the Ports of Los Angeles and Long Beach, and west of two critical BNSF intermodal facilities (IMF): Hobart and Commerce IMFs.

To restore and offset the loss of freight storage capacity from the BNSF West Bank Yard, off-site improvements to the BNSF Malabar Yard are proposed in the City of Vernon. In its existing condition, BNSF Malabar Yard cannot be used to compensate for the loss of intermodal railcar storage capacity without the following physical infrastructure improvements:

- Closing the at-grade railroad crossing at 49th Street
- Adding a 1,000-foot track connection along 46th Street between Pacific Boulevard and Seville Avenue

10 Why was the BNSF Malabar Yard location selected?

BNSF's operations require an intermodal storage yard to be readily available in close proximity to nearby ports in the region and west of BNSF's Hobart and Commerce Intermodal Facilities (IMF). Due to its location and ability to accommodate longer train car sets, BNSF Malabar Yard in the City of Vernon was selected as the preferred location to offset the loss of storage capacity at the West Bank Yard.

[2] 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.

CONTACT US

For more information, questions, comments or requests to join the mailing list, please contact:

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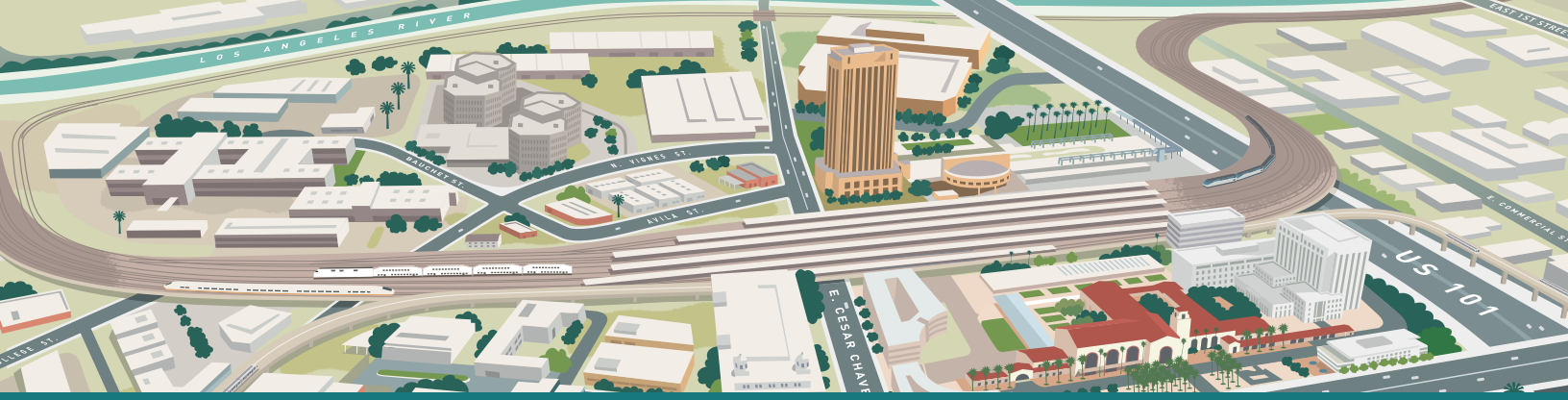

次のストップ：未来につなげます

ユニオンステーション(LINK US) – FAQ よく聞かれる質問

1 Link USプロジェクトとは何ですか?

Link US プロジェクトには以下の主な要素が含まれています:

1. 新しいリードトラック、高くしたレールヤード、プラットフォーム
2. 新しいエスカレーター、エレベーター、カノピーを含む新しいコンコース関連の改善
3. LAユニオンステーション(LAUS)の南に、新しいランスルー線路（ループトラックの可能性を含む）
4. 将来のHSR鉄道を支えるために、共通の基礎構造[1]上に計画中のカリフォルニア高速鉄道局(CHSRA)の高速鉄道(HSR)システムに対応
5. 新しい鉄道通信、信号、安全性の改善
6. ヴァーノン市のBNSFマラバールヤードのオフサイトの改善

2 なぜLink US はこの地域に必要とされ、どのような価値がありますか?

LAUSは南カリフォルニアの主要な輸送機関のハブであり、総人口が2千万人以上になる複数の郡をつなぎます. 2040年までには、LAUSを通過する乗客数は平日20万人以上になることが予想されます. Linkユニオンステーションのプロジェクト は、以下のようにして、LAUSでの複合輸送の需要を満たします:

> LAUSの地域と都市間の鉄道サービスの対応能力が増加する;
> ランスルー線路の構造と、既存のスタブエンド線路の構造を廃止することで、LAUSでのスケジュールの信頼性が改善される;
> 貨物鉄道のオペレーションを既存レベルに保持する;
> 南カリフォルニアの計画されたHSRシステムに対応する;
> 乗客／歩行者の収容能力を増強する;
> 新しい乗客用コンコースを設置し、LAUSの安全性を高める.

複数のトラックの配置は、Link USの代替案を作成します.ビルドの選択肢には、新しいグレードに合わせて最大7本のリードトラックを再構成 レールスルーを促進するために必要な高架式鉄道ヤードの場合 米国101号線上の線路と高架橋構造をサポートします. ランスルートラック（ループトラックの可能性を含む）は LAUSの南と商業通りに沿って建設され、地域/都市間の鉄道列車と将来のHSR列車の接続 本線はロサンゼルス川の西岸にあります. の 代替案を構築すると、新しい旅客プラットフォームも含まれます 高架式鉄道ヤードの上の天蓋.

提案されたコンコース関連の改善は、乗客の収容能力を増加し、接続性を向上させ、アクセスしやすさと安全性を強化します. 拡張した通路は（幅140フィート）、あるいはat-grade乗客用コンコース（幅300フィート）は待合エリア、トイレ、交通関連のショップエリア、その他の乗客用アメニティのスペースを含み、LAUSを利用する乗客の移動の面でも2040年の予想に見合う十分な歩行者の収容能力を提供します. 拡張された通路あるいはat-grade乗客用コンコースは、歩行者用アクセスと米国障害者法(ADA)に基づくプラットフォームへのアクセスを改良することで、既存の通路同.

3 誰がプロジェクトに取り組んでいますか?

Link US チームは様々な機関で構成され、プロジェクトを成功させるべく協働しています. メトロはローカルプロジェクトのスポンサーであり、カリフォルニア環境質法(CEQA)における主導機関であり、国家環境政策法(NEPA)における共同主導機関でもあります. CHSRAはNEPAにおける主導連邦当局であると同時に、プロジェクトに対するその他の連邦環境法[2]、23U.S.C.327に準拠し、2019 年7月23日付けでカリフォルニア州との間で締結された覚書に準拠します. プロジェクトを通してアドバイスとフィードバックを提供する責任を持つその他の連邦、州、地域、ローカルの機関には、カリフォルニア州交通局（CalSTA）、南カリフォルニア地域鉄道局（SCRRA）、アムトラック、ロサンゼルスーサンディエゴーサンルイスオビスポ (LOSSAN) Rail Corridor Agency、Caltransとロサンゼルス市とVernon市が含まれます.

4 LAUSの線路は現在どのよにはうな構成ですか?

LAUSはスタブエンド、デッドエンドの駅で、全ての地域と都市間を走る電車が駅北側の5本線路のスロート（あるいは駅のリードトラック）で出入りします. これらスタブエンドの線路では、電車はスロートでプッシュイン、プルアウトされる必要があり、乗客の移動時間が長くかかるので、運営上の収容能力が制限されます.

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5 資金源は何ですか?

計画、環境、予備工事の段階を通して、メトロは他州や地域の資金援助のパートナーから、現在までに総額9臆5千万ドル($950million)の確約を受け取っています. 以下が主な資金源です:

- **$423M－2020年3月、メトロとCHSRAは提議1AのLink US** プロジェクトへの寄与として、4臆2千3百万ドル**($423million)**に対し、必要になる可能性のある将来の契約書に関して覚書を締結しました.
- **$398M－3億9千8百万ドル($398million)**の総額が授与され、**2018** 年 **Transit and Intercity Rail Capital Program (TIRCP)**と**State Transportation Improvement Program (STIP)**の助成金からの援助が、**Link US** プロジェクトへ予定されました.
- **$129M**－その他の地域、州、連邦から総額**1**億**2**千**9**百万ドル **($129million)**の資金.

今までに利用可能になった資金に基づき、メトロはLAUSに暫定的な2本の線路、ランスルー構成を設置し、地域と都市間の電車（メトロリンクとアムトラック）が早い段階でメリットを確認できるようにします. Link USチームは、新しいリードトラック、追加のランスルー線路と共に高くしたレールヤード、コンコース関連の改善を実現させるため、連邦はじめさらなる資金調達を進めています.

6 建築工事はLAダウンタウン地域にどのように影響しますか?

プロジェクトの建築工事は大半がLAUSの敷地内あるいはメトロが所有する土地で行われます.さらに建築工事は橋や道路の改善のために、高速US-101の上方や隣接した場所、Center、Mainそして商業道路でも行われます. 複数の線路改善は、ロサンゼルス川の西岸に沿った鉄道のright-of-way（ROW）内で、南に拡張されます.

メトロは影響を受ける地域社会、ロサンゼルス市議会の1区と14区、鉄道や交通関連者と密接に協力し合い、地域社会に与える工事関連の影響を避け、最小限にするように努めます. 影響の軽減対策は、最終版NEPA決定文書に含まれます.

7 NEPAのもとで現在行なわれている調査は、CEQAのもとで以前に完了した調査とどのように違いますか?

Link USは、以前はLAUS Run-Through Tracks Projectとして知られていました（2006）および南カリフォルニア地域相互接続プロジェクト（SCRIP）（2014）. 2015年10月、メトロボードは 新しい旅客コンコースと可能性を含めるためのSCRIPの拡張 LAUSで計画されているHSRシステムの収容. 2017年3月、メトロ委員会はさらに調査するための代替案を承認しました 環境文書で、そしてまた要求されたスタッフが新しい に加えて、低コストでグレードの高い旅客コンコースオプション グレードオプション.

2018年10月、Metroはスタンドアロンの環境対策を準備することを選択しました CEQAに準拠した影響レポート（EIR）. 2018年11月、メトロの理事会は、提案された プロジェクト、1月に公開レビュー用のEIRドラフトの配布前 2019. Metroは2019年6月27日にリンクUSの最終EIRを認定しました. MetroとCHSRAは必要な分析を再開しています 準拠して環境影響評価書（EIS）を完成させる NEPAと. NEPAプロセスの重要な要素は、同等の詳細レベルで妥当な範囲の代替案.これらの代替案には、承認されたCEQAのコンポーネントが含まれます 認定済み最終EIRで提案されたプロジェクト. NEPAも必要 以下のようなCEQAで考慮されていない影響の分析 環境正義、社会経済学、市民のタイトルVI 1964年の権利法. EISにはセクション4(f)分析も含まれます. これはCEQAプロセスのコンポーネントではありません.追加の Link USのNEPAおよびCEQAプロセスの更新、*metro.net/linkus*にアクセスしてください.

8 改訂版意図の通知(NOI)とは何であり、どのようにEISドラフトに関連しますか?

2016年5月31日、FRAは、NOIを官報に公告しました。NEPAの要件に. 2016年、MetroとFRAは公式のスコーピングプロセスを実施し、Link USプロジェクトの共同EIS / EIRの環境分析の範囲に関する公的および機関のフィードバックを収集しました。2016年以降、Metroは予備的なエンジニアリングを進めており、協調して NEPAの割り当てに続き、CHSRAとともに、バーノン市のBNSFマラバールヤードを修復するための改善の必要性を確認しました また、First Streetの北にあるBNSF West Bank Yardで発生する貨物保管容量の永久的な損失を相殺しました。改訂NOIは 新しいプロジェクトコンポーネントに対処するために連邦官報で公開 ヴァーノン市で提案されました.

改訂版NOIはメトロのウェブサイトでご覧いただけます: *metro.net/linkus*.

9 Vernon市において、どのような改善が提案されていますか?

リンクUSは、約5,500の永続的な損失をもたらします. BNSFの西岸にある鉄道車両のインターモーダル保管能力 LAUS近くの庭. この影響により、施設は効果的に役に立たなくなります. BNSFは格納する機能を失うため、スタブエンドストレージヤード ロスの港のすぐ近くにある長いインターモーダルの鉄道車両セット アンヘレスとロングビーチ、2つの重要なBNSFインターモーダルの西 施設（IMF）：ホバートおよびコマースIMF.

貨物の保管容量の損失を回復して相殺するには BNSF West Bank Yard、BNSF Malabarのオフサイト改善 ヤードはヴァーノン市で提案されています. その現状では、BNSFマラバールヤードは、次の物理的な車両なしのインターモーダル鉄道車両の収納容量 インフラストラクチャの改善：

- 49th Street にあるat-gradeの鉄道踏切を閉鎖する.
- Pacific BoulevardとSeville Avenueの間の46th Streetに沿って、1,000フィートの線路を追加する.

10 なぜBNSFマラバールヤードの場所が選択されたのですか?

BNSFの運用では、インターモーダルストレージヤードを簡単に 地域の西の近くの港のすぐ近くで利用可能 BNSFのホバートおよびコマースインターモーダル施設（IMF）. のため その位置と、より長い列車の車両セット、BNSF ヴァーノン市マラバールヤードが優先として選択されました ヨルダン川西岸ヤードでのストレージ容量の損失を相殺する場所.

1 共通基盤はメトロリンク、アムトラック、将来のHSR電車のためのランスルーを支える構造と盛土に対応します.

2 このプロジェクトに関して該当する連邦環境法で要求される環境に関する見直し、コンサルテーション、その他のアクションは、23 U.S.C. 327と2019年7月23日付の覚書に準拠し、カリフォルニア州によって遂行されており、連邦鉄道局およびカリフォルニア州で実行されました.

お問い合わせ

詳しい情報、質問、コメント、メーリングリストへの参加のリクエストについては、以下にお問い合わせください.

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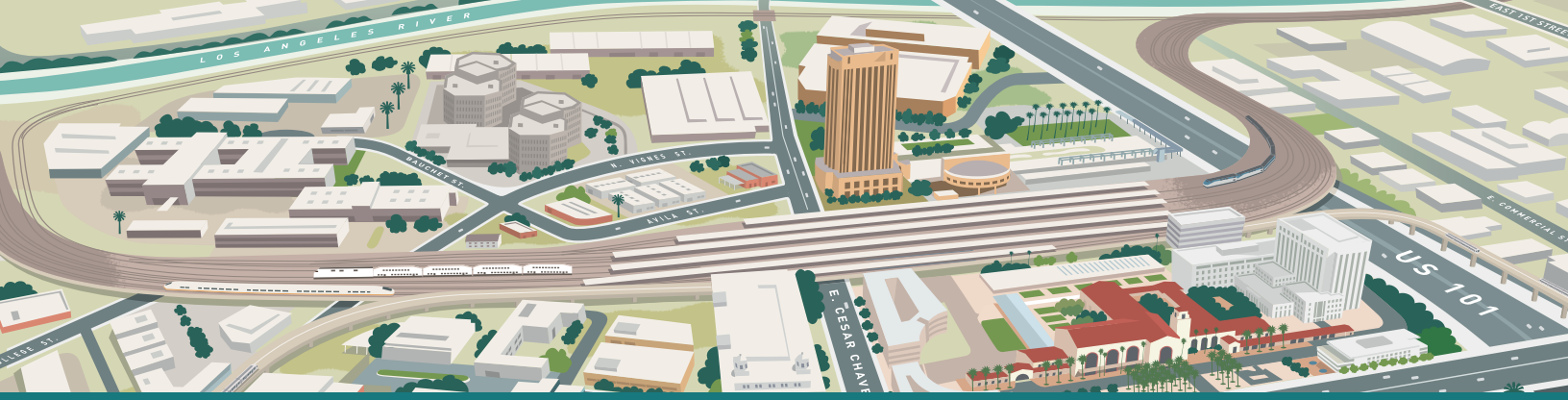


កន្លែងឈប់បន្ទាប់: យើងកំពុងតភ្ជាប់អនាគត

សិល្បៈកម្មបដិសន្ធិ

LINK UNION STATION (LINK US) – សំនួរដែលគេចេះនិសួរ

1 តើអ្វីជាគម្រោង Link US?

គម្រោង Link Union Station (Link US) មានផ្នែកសំខាន់ៗមួយចំនួនដូចតទៅ:

1. ខ្សែផ្លែូវនាំមុខថ្មី, ទីធ្លាផ្លូវដែកលើកខ្ពស, និងមូលដ្ឋាន
2. កំណែលមុអទាំងឡាយ ដែលទាក់ទងនឹងទីបុរេជុំថ្មី, រាប់ទាំងជណ្ដើរយន្ត, ជណ្ដើរយោង, និងបុរុបក
3. ខ្សែផ្លែូវត់កាត់ថ្មី (រាប់ទាំងលទ្ធភាពនខ្សែផ្លែូវរង្វង់មួយ) នៅខាងត្បូងនស្ថានីយ៍ LAUS កាត់ពីលើ US-101
4. សម្របតាមផនែការ បុរព័ន្ធផ្លូវដែលឿន របស់អាជ្ញាធរបុរព័ន្ធផ្លូវដែលឿននៃរដ្ឋបាលើហ្វរញ៉ា (CHSRA) នាលើរចនាសម្ព័ន្ធទូទៅ' ដើម្បីគាំទ្រដល់រថភ្លើងលឿននាអនាគាត
5. គមនាគមន៍ផ្លូវដែកថ្មី, សញ្ញា, និងការបង្កើនសុវត្ថិភាព
6. ការកលែំអកន្លែងដែរីបុរតិបត្តិការលើតំបន់ BNSF Malabar Yard កុនុងទីកុរុង Vernon

2 ហេតុអ្វី ហានជាតូវ្រការ Link US ហើយតីវាផ្ដល់តមូលតៃអ្វីខុលៈដល់តំបន់?

ស្ថានីយ៍រថភ្លើង Union Station នកៃរុង Los Angeles (LAUS) គឺជាមជ្ឈមណ្ឌលដឹកជញ្ជូនចមបងនភៃ្លមីភាគខាងត្បូងរបស់រដ្ឋបាលើហ្វរញ៉ា តភ្ជាប់ខានទីជាចុំរីន ដែលមានចំនួនមនុស្ស ចុំរីនជាង 20លាននាក់។ នាតូ្រមឆ្នាំ 2040 ចំនួនអ្នកជិះឆ្លងកាត់ស្ថានីយ៍ LAUS នេះ តូវ្រហានទន្ទឹងថា នឹងមានចុំរីនជាង 200,000នាក់ ជ្រាំដំណើរកាល់ថ្ងៃធ្វើការ។ គម្រោងស្ថានីយ៍ Link Union Station តូវ្រហានសុនិឡឹងសម្រាប់បំពញតាមតម្រូវការនពៃហុអាហរណ៍ជានដឹកជញ្ជូននៅ ស្ថានីយ៍ LAUS ដាយ:

- បង្កើនសមត្ថភាពសវៅផ្លូវដែកបុរចាំភូមិភាគ និង អន្តរក្រុង របស់LAUS;
- កលែមុអដល់កាលិភាគដីមុបីគួរអោយទុកចិត្តហាន នាស្ថានីយ៍ LAUS តាមរយៈ: ការអនុវត្តនកៃារៀបចំខ្សែផ្លែូវត់កាត់ និងបំហាត់ចាលការៀបចំបចុប្បបន្ន ដែលជាខ្សែផ្លែូវ "ច្រង-កន្ទុយ";
- រកសាកម្រិតបុរតិបត្តិការដឹកទំនិញតាមផ្លូវដែកបចុប្បបន្ន;
- សម្រួលបុរព័ន្ធផ្លូវដែកលឿន (HSR system) ដែលតូ្រវ្រហានគ្រាងទុកជាមុន នាប៉ែកខាងត្បូងនៃរដ្ឋបាលើហ្វរញ៉ា;
- បង្កើនបំណុះ អ្នកជិះ/អ្នកចូមីជិង; និង,
- បង្កើនសុវត្ថិភាពនស្ថានីយ៍ LAUS តាមរយៈ:ការដាក់អាយប៊ូនូវទីបុរជុំចូមីនតៃអ្នកដំណើរ។

ការតំរែតំរង់បទជាចុំរីនតូវ្រហានគពិចារណាកុនុងការបង្កើតជីវិសនកៃារកសាងសំរាប់បណ្ដាញភ្ជាប់អាមរិក។ ជមុមីសជំនួសនកៃារសាងសង់រួមមានការកសាងផ្លូវដែកហូតដល់ទៅ ៧ ខ្សែដើមបីផ្គុរផ្គងចំនាក់ចូមីសមរាប់ទីធ្លាលាផ្លូវដែកដែលតូ្រវ្រហានគតេមូវ្រឱ្យជួយសម្រួលដល់ផ្លូវរត់។ ផ្លូវដែកនឹងរចនាសម្ព័ន្ធគាំទ្រដល់ជាង ១០១ អាមរិក ផ្លូវសំខាន់ៗនាចុតំាងខាងលិចនទៃ្លឡេសអង់ចាឡេស។ ជមុមីសជំនួសសាងសង់ក៏នឹងរួមបញ្ចូលវទេិកាអ្នកដំណើរចុមីជាមួយ canopies ខាងលើទីធ្លាផ្លូវដែកកីនឡឹង។

3 តីអ្នកណាកំពុងធ្វើការលើគម្រោង?

កុរុមការងារ Link US តូវ្រហានផ្សំឡឹងដាយតួនាក់ងារជាដគៃូមួយចំនួន ដែលកំពុងសហការគ្នានដឹមុបីជ្រាំគម្រោងនេះអោយហានជាគជ័យ។ Metro គឺជាអ្នកឧបត្ថមភគម្រោងមូលដ្ឋាន, ជាតួនាក់ងារនាំមុខគក្នុរមចុបាប់គុណភាពបរិស្ថាននៃរដ្ឋបាលើហ្វរញ៉ា (CEQA), និងជាតួនាក់ងារនាំមុខរួមគ្នានា កុរមចុបាប់គាលនយោបាយបរិស្ថានជាតិ (NEPA)។ CHSRA ដើរតួជាតួនាក់ងារសហព័ន្ធធនាំមុខគរកុរម NEPA, ពុរមទាំងចុបាប់បរិស្ថានសហព័ន្ធផ្សងទៀតសម្រាប់គម្រោង អនុលាមតាមកុរមសហរដ្ឋអាមរិកលខេ² 23 (USC) 327 និង អនុស្សរណៈនៃការយោគយល់គ្នានមួយ រាងរដ្ឋបាលផ្លូវដែកសហព័ន្ធ (FRA) និងរដ្ឋបាលើហ្វរញ៉ា ដែលតូ្រវ្រហានបុរតិបត្តិការលពីខកែកដា 23, 2019 ។ តួនាក់ងារសហព័ន្ធ, រដ្ឋប, ភូមិភាគ, និងមូលដ្ឋាន មានកាតពវកិចចុបុរីកុសា និងផ្ដល់មតិឆ្លើយតបនាកុនុងគម្រោងទាំងមូល ដែលមានទាំង ទីភ្នាក់ងារដឹកជញ្ជូននៃរដ្ឋបាលើហ្វរញ៉ា (CalSTA), អាជ្ញាធរផ្លូវដែកនៃរដ្ឋបាលើហ្វរញ៉ាខាងត្បូង (SCRRA), Amtrak, ទីភ្នាក់ងារចុរករៀបផ្លូវដែក Los Angeles – San Diego – San Luis Obispo (LOSSAN), កុរសួងដឹកជញ្ជូននៃរដ្ឋបាលើហ្វរញ៉ា (Caltrans), ទីកុរុង of Los Angeles និង Vernon.

4 តីខ្សែផ្លែូវបចុចុប្បបន្ននៅ LAUS តូវ្រហានរៀបចំឡឹងដូចមុដចេ??

LAUS គឺជាស្ថានីយ៍ "ច្រង-កន្ទុយ" ឬ ច្រុងទាល់ ដែល រថភ្លើងកុនុងតំបន់ និងអន្តរក្រុងទាំងអស់ ចញ្ចេូលតាមចុរកបំពង់ក ៥-ខ្សែ នៅផ្នែកខាងជឹងច្រុងស្ថានីយ៍។ ខ្សែផ្លែូវច្រុងកន្ទុយទាំងនេះ តូវ្រការអោយរថភ្លើង រុញចូល និងទាញចញ្ចេូលពីស្ថានីយ៍ តាមរយៈចរកបំពង់ក, ដែលបណ្ដាលអោយពលេវលាជ្រាំដំណើរកីនឡឹង សម្រាប់អ្នកជិះ និងដាក់កម្រិតសមត្ថភាពបុរតិបត្តិការនាងស្ថានីយ៍។

5 តីការផ្ដល់បុរាក់ដល់គម្រោងហានមកពីណា?

តាមរយៈការៀបចំផនែការ, បរិស្ថាន, និងការងារវិស្វកមុមបរម, Metro ទទួលហានការបុដេញ្ញាចិត្ត ឧបត្ថមភថវិកា ពីដគៃូរដ្ឋប និងដគៃូផ្សងទៀតកុនុងភូមិភាគដែលមកទល់បចុប្បបន្ននេះ មានចំនួនសរុប $950 លាន។ បុរភពថវិកាសំខាន់ៗ រួមមាន៖

- **$423 លាន** – នាកុនុងខែ មីនា, Metro និង CHSRA ហានចុះអនុស្សរណៈ: យោគយល់គ្នានមួយទាក់ទងនឹងកិចចព្រមព្រៀង នាពលេអនាគតដែលមានសក្តានុពល សម្រាប់ទឹកបុរាក់ $423 លាន ដែល Proposition 1A ផ្ដល់វិភាគទានដល់គម្រោង Link US។
- **$398 លាន** – ចំនួនសរុប $398 លាន មកពីកមុមរិធី មូលធនសម្រាប់ ការជ្រាំដំណើរឆ្លងកាត់ និងផ្លូវដែកអន្តរក្រុង (TIRCP) និង ជំនួយសម្រាប់កមុមរិធីកលែមុអ ដល់ការដឹកជញ្ជូនកុនុងរដ្ឋប (STIP)។
- **$129 លាន** – បុរភពផ្សងទៀត ពីរដ្ឋឋាតិហលមូលដ្ឋាន, រដ្ឋប, សហព័ន្ធ មានចំនួនសរុប $129 លាន

យើងតាមថវិកាដែលមាននាកុនុងបចុចុប្បបន្ននេះ, Metro មានផនែការអនុវត្តខ្សែផ្លែូវ-២ បណ្ដាងៈអាសន្ននមួយ រៀបចំអាយរត់កាត់ស្ថានីយ៍ LAUS ដើមបីអនុញ្ញាតអាយរថភ្លើងកុនុងតំបន់ និងអន្តរក្រុង អាចសម្រេចហាននូវអត្ថប្បយោជន៍ឆាប់មុនៗ។ កុរុមការងារ Link US កំពុងសុរុះសុរែងរកថវិកាបនថមែ រាប់ទាំងបុរភពថវិកាពីរដ្ឋឋាតិហលសហព័ន្ធ ដើមបីផ្ដល់លទ្ធភាពសាងសង់ខ្សែផ្លែូវនាំមុខ, បង្កើនកមុពស់ទីធ្លាផ្លូវដែក ជាមួយនឹងខ្សែផ្លែូវរត់កាត់ និងកំណែលមុអផ្សងៗទាក់ទងនឹងទីបុរជុំអ្នកដំណើរ។

Metro

ធ្លាក់ដល់ឆ្នាំ ២០២០

6 តើការសាងសង់គម្រោង នឹងប៉ះពាល់ដល់សហគមន៍នៅទីប្រជុំជននក្បែរ Los Angeles យ៉ាងណាខ្លះ?

ការងារមួយចំណែកធំ គឺនឹងកើតឡើងនៅលើដីធ្លីរបស់ LAUS ឬទ្រព្យសម្បត្តិ ដែលជាកម្មសិទ្ធិរបស់ Metro។ ការសាងសង់ ក៏នឹងមានកើតឡើងផងដែរ នៅពីលើ និង ផ្លូវជាប់គ្នាទៅកាន់ to US-101 និង Center, Main, និង Commercial Streets ដីម្ចប់ក្រៅម្អផ្លូវ និងស្ពាន។ កំណាលម្អដល់ពហុខ្សែផ្លូវ នឹងលាតសន្ធឹងទៅខាងត្បូង ដែលស្ថិតនៅ សិទ្ធិ-ប្រើ-ផ្លូវ (ROW) នផ្លែផ្លូវដែក តាមបណ្តាយតំរែយខាងលិចនស្ថែទឹង Los Angeles។

Metro នឹងជ្រើការយ៉ាងជិតសុនិទ្ធជាមួយនឹងសហគមន៍មូលដ្ឋានដែលរងប៉ះពាល់, សភាក្រុង សង្កាត់ ១ និង ១៤ សម្រាប់ទីក្រុង Los Angeles, និងប្រតិបត្តិការផ្លូវដែក និងការជ្រើរើសតាំងទៅមក ដីម្ចប់ប្តូរសាង និងកាត់បន្ថយការប៉ះពាល់ពីសំណង់នៅលើបរិវេណសហគមន៍។ មជ្ឈមាហយសម្រាប់បន្ធូរបន្ថយ នឹងតូវហានជ្រើរើសចាល់ ហើយដាក់បញ្ចូលទៅក្នុងឯកសារសម្រេចចិត្ត NEPA ចុងក្រោយ។

7 តើការសិក្សាបច្ចុប្បន្ននក្រោម NEPA នេះ ប្លែកគ្នាពីការសិក្សាលើកមុន ក្រោមច្បាប់គុណភាពបរិស្ថាននរដ្ឋកាលីហ្វ័រ យ៉ាងណាខ្លះ?

លើងអាមរិកតូវហានគស្ទេគាល់ថាជាគម្រោងល្ង - រត់តាមផ្លូវ (២០០៦) និងគំរាងតភ្ជាប់អន្តរតំបន់ភាគខាងត្បូងកាលីហ្វ័រញ៉ា (SCRIP) (ឆ្នាំ ២០១៤) ។ នាខែត្ថលាឆ្នាំ ២០១៥ ក្រុមប្រឹក្សាភិបាលមត្ថេរូហានអនុម័តឯកសារ ការពង្រីក SCRIP ដីម្ចប្រើរួមបញ្ចូលទាំងការផ្លាស់ប្តូរអ្នកដំណើរចុងនិងសក្តានុពល ការសុនាក់នារបស់ប្រព័ន្ធ HSR ដែលហានគ្រោងទុកនាឡាដ។ នាខែមីនាឆ្នាំ ២០១៧ គ។ ស។ ក្រុមប្រឹក្សាភិបាលក្រុងមត្ថេរូហានអនុម័តជម្រើសសាងសង់ដីម្ចប់តូវរួសិក្សាបន្ថែមនាក្នុងឯកសារបរិស្ថានហើយក៏ហានសុនីសុំឱ្យបុគ្គលិកអភិវឌ្ឍចុម្ចី ការចំណាយទាបជាង, ជម្រើសខាងអ្នកដំណើរអ្នកដំណើរខាងលិចុនាក់, បន្ថែមលើ ជម្រើសចុនាក់។

នាឆ្នាំ 2018, Metro សម្រេចរៀបចំ របាយការណ៍ប៉ះពាល់បរិស្ថាន (EIR) ដាច់ដាយឡែកមួយ ដីម្ចប់អនុលាមតាម CEQA។ នាខធ្នូចិត្តិកា 2018, គណានាយក Metro ហានយល់ព្រម ចាត់តាំងគម្រោងដែលហានដាក់សុនី នាមុនពលេហៈផ្សាយសេចក្តីព្រាង EIR សម្រាប់អាយសាធារណាជនពិនិត្យមើល នាក្នុងខមែករា 2019។ Metro ហានជ្រើការបញ្ជាក់ EIR ចុងក្រោយ សម្រាប់គម្រោង Link US នាថ្ងៃទី 7 មិថុនា 2019។

Metro និង CHSRA កំពុងបន្តការងារភាគចាំហាច់ ដីម្ចប់បញ្ចប់សេចក្តីថ្លែងមួយសុដីអំពីការប៉ះពាល់បរិស្ថាន (EI) អនុលាមតាម NEPA។ ធាតុសំខាន់មួយនដែំណើរការ NEPA កំពុងវាយតម្លៃលើសាលភាពជម្រើសជំនួសដ៏សមរម្យមួយចំនួន ដែលមានកម្រិតពីសុដារសុមីគុនា។ ជម្រើសជំនួសទាំងនេះ នឹងរាប់បញ្ចូលសមសភាគនៃគម្រោងសុនីដែលតូវហានយល់ព្រមដាយ CEQA នាក្នុង EIR ដែលតូវហានបញ្ជាក់ត្រឹមតូវ។ NEPA ក៏តូវការផងដែរ ការវិភាគអំពីផលប៉ះពាល់ផ្សងៗ ដែលពុំតូវហានជ្រើឡើងក្រោម CEQA, មានដូចជា យុត្តិធម៌បរិស្ថាន, សដ្ឋេប៍កិច្ចសង្គម, និង ចំណងជើងទី ៦ នច្បាប់ស្តីពីសិទ្ធិជសីវិលឆ្នាំ 1964។EIS នឹងដាក់បញ្ចូលការវិភាគ Section 4(f) មួយផងដែរ ដែលមិនមនៃជាសមាសភាគមួយនដែំណើរការ CEQA។ ដីម្ចប់ព័ត៌មានទាន់សម័យ សុដីអំពីដំណើរការ NEPA និង CEQA សម្រាប់ Link US, សូមចូលទៅកាន់ *metro.net/linkus*។

8 តើអ៊ីវ៉ាជាកំណាសេចក្តីជូនដំណឹងនចែតេនា (NOI) ហើយតើវាទាក់ទងអ៊ីវ៉ានឹង ពង្រាង EIS?

នាថ្ងៃទី ៣១ ខឧសភាឆ្នាំ ២០១៦ អហ្ស៊ែរអសេហានហ៊ះពុម្ពផ្សាយ NOI នាក្នុងការចុះឈ្មោះសហព័ន្ធដាយអនុលាមតាមច្បាប់ ទានឹងតម្រូវការរបស់ NEPA ។ នាឆ្នាំ ២០១៦ មត្ថេរូនិងអហ្ស៊ែរអអេហានជ្រើដំណើរការវាស់រ៉ែងជាផ្លូវការដីម្ចប់បុរមូលមតិសាធារណ:និងទីតាំងាសុតីពីសាលភាព នកោរិភាគបរិស្ថានសំរាប់គម្រោងយូអសេអ៊ីរួមគុនា / អ៊ីអ៊ីអ៊ែ។ ចាប់តាំងពីឆ្នាំ ២០១៦ ក្រុមហ៊ុនមត្ថេរូមានជំនាញសុកែមួបបមនិងមានការសមួរបសមួរួល ជាមួយអសេសីអសេអអេសេបន្ទាប់ពីការចាត់តាំង NEPA ហានកំណត់ពីតមូរូការសមាប់ការកលែំអរបសេអហ្ស៊ែរអហ្ស៊ែរហ្ស៊ែរម៉ាឡាហយ៉ាដនាទីក្រុងវីនុនដីម្ចប់សុតារឡើងវិញ។ និងទូទាត់នូវការខាតបង់ជាអចិន្ត្រៃយ៍នសែមតូចភាពផ្ទុកទំនិញដលែនឹងកីតឡើងនៅ BNSF West Bank Yard ភាគខាងជើងនៃ First Street ។ NOI ដែលតូវហានកសែួល ហានចុះផ្សាយនៅក្នុងការចុះឈ្មោះសហព័ន្ធដីម្ចប់ដាះសុាយសមាសភាគគម្រោងចុម្ចីដលែហានសុនីឡើងនៅក្នុងទីក្រុង Vernon ។

កំណាសេចក្តីជូនដំណឹង អាចរកឃើញនៅលើគេហទំព័ររបស់ Metro: *metro.net/linkus*។

9 តើកំណាលែមុអបុរភទេអ៊ីវ៉ែលៈ ដែលកំពុងតូវហានដាក់សុនីនៅទីក្រុង Vernon?

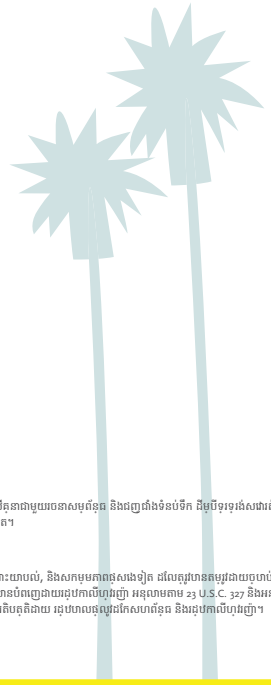
តភ្ជាប់សហរដ្ឋអាមរិកនឹងបណ្តាលឱ្យមានការខាតបង់ជាអចិន្ត្រៃយ៍ នូវចមុងាយបុរមាណ ៥.៥០០ ហ៊ុវ៉ែតនសែមតូចភាពផ្ទុករទេះរថយន្ត បណ្តាៈអាសន្ននៅសុថានីយ៍បុរងេ West Bank Yard កុបរ៉ែ LAUS ។ ផលប៉ះពាល់នេះជ្រើឱ្យកន្ទុលងែនេះគុមានបុរយោជន៍ជាទីធ្លាសុតុកតាង់ឆ្ងីរងមាំពរៈ BNSF នឹងហាត់បង់សមតូចភាពកុនុងការរកុសាទុកឈុតរទេះតូលីងវ៉ែងៗនៅជិតកំពង់ផឡែួស។ រដ្ឋបឡួសអាន់ជីឡួសេនិងឡួងបិចនិងនៅខាងលិចខាងលិចនមជ្ឈមណ្តុឧលបណ្តាៈអាសន្ននដីសំខាន់ចំនួនពីររបស់អសេអសេអហ្ស៊ែរអហ្ស៊ែរអសេគីអចេប៊ែរនិងអកេអសេបីពាណិជ្ជកមម។

ដីម្ចប់សុដារ និងជ្រើរាយមានតុលុយភាពពី ការហាត់បង់ចំណុះផ្ទុក ពីធ្លាតូវីយខាងលិចរបស់ BNSF, កំណាលែមុអកុវ៉ាបរិវេណមួយចំនួន តូវហានដាក់សុនីឡើងនាក្នុងទីក្រុង Vernon។ សុថិតនាលែកុខណ:បចុចុប្បន្ន, គមិនអាចប្រើ BNSF Malabar Yard សម្រាប់ប៉ះប្លែ ដល់ការហាត់បង់នថែំណុះផ្ទុក កុងទីន៍រ-ការ៉ុងរថភ្លើង ដាយគុមានការកលែមុអ ដល់រូបវាងនរៃចនាសម្ព័ន្ធដូចខាងក្រោមហានឡើយ៖

- បិទកន្ទុលងែឆ្លងកាត់ផ្លូវដកែជាន់សុមី នៅ 49th Street
- បន្ទុចមែ ការតភ្ជាប់ខុសផ្លែួវ បុរវែង 1,000 ហ៊ុវ៉ែត តាមបណ្តាយ 46th Street នាចន្ទលាៈ Pacific Boulevard និង Seville Avenue

10 ហតេុអ៊ីវ៉ានជា ទីកន្ទុលងែ BNSF Malabar Yard តូវ៉ហានជ្រើរសើរស? តីទីកន្ទុលងែងទៀតៗ តូវ៉ហានយកមកពិចារណាឬទេ?

បុរតិបត្តិរបស់ BNSF តូវ៉ការធ្លាលាមួយផ្ទុកកុងទីន៍រ ដែលអាចដំណើរការភ្លាមនាជិតកំពង់ផក្បែរុងតំបន់ និងជុនកែខាងលិច នសែងាដ្ឋហានចតកុងទីន៍រ Hobart និង Commerce របស់ BNSF (IMF)។ ដាយពុរៈតទីតាំង សមតូចភាពរបស់វាអាច ចតការ៉ុងរទេះតូលីងវ៉ែងៗ, BNSF Malabar Yard នាក្នុងទីក្រុង Vernon តូវ៉ហានជ្រើរសជ្រើរសសម្រាប់ជាទីតាំងជ្រើរាយមានតុលុយភាពដល់ការហាត់បង់ចំណុះផ្ទុកនាធ្លាតូវីយខាងលិច។



[1] ហាដ្ឋេ៍ារចនាសម្ព័ន្ធផទុទ្ធ៎ សឹតនាជាមួយរថនាសម្ព័ន្ធផ និងជញ្ជាំងទំនប់ទឹក ដីម្ចប់ទុរទុរង់សង្ហារត់កាត់សម្រាប់ Metrolink, Amtrak, និងរទេះតូលីងលុឿនលឿនអាងគត។

[2] ការពិនិត្យបរិស្ថាន, ការពិគ្រោៈយាបល់, និងសកម្មមភាពផ្សងទៀត ដែលតូវហានតម្រូវដាយច្បាប់បរិស្ថានសហព័ន្ធដែលរាបអនុវត្តលើគម្រោងនេះ តូវ៉ហានកំពុង ឬតូវ៉ហានបំពេញដាយដ្ឋេ៍ាកាលីហ្វ័រញ៉ា អនុលាមតាម 23 U.S.C. 327 និងអនុសរណ:យោគយល់ព្រមួយ តូវ៉ហានចុះនាថ្ងៃទី 23 កកកដា 2019 និងតូវ៉ហានបុរតិបត្តិដាយ ដ្ឋេ៍ាហលេលតូវ៉ែកែសហព័ន្ធ និងដ្ឋេ៍ាកាលីហ្វ័រញ៉ា។

ទាក់ទងមកពួកយើង

សូមប្រឹឧបករណ៍ទំនាក់ទំនងដូចខាងក្រោម ដីម្ចប់ចូលទៅកាន់ព័ត៌មានគម្រោង, សួរសំនួរ, ឬផ្តដល់យោបល់។

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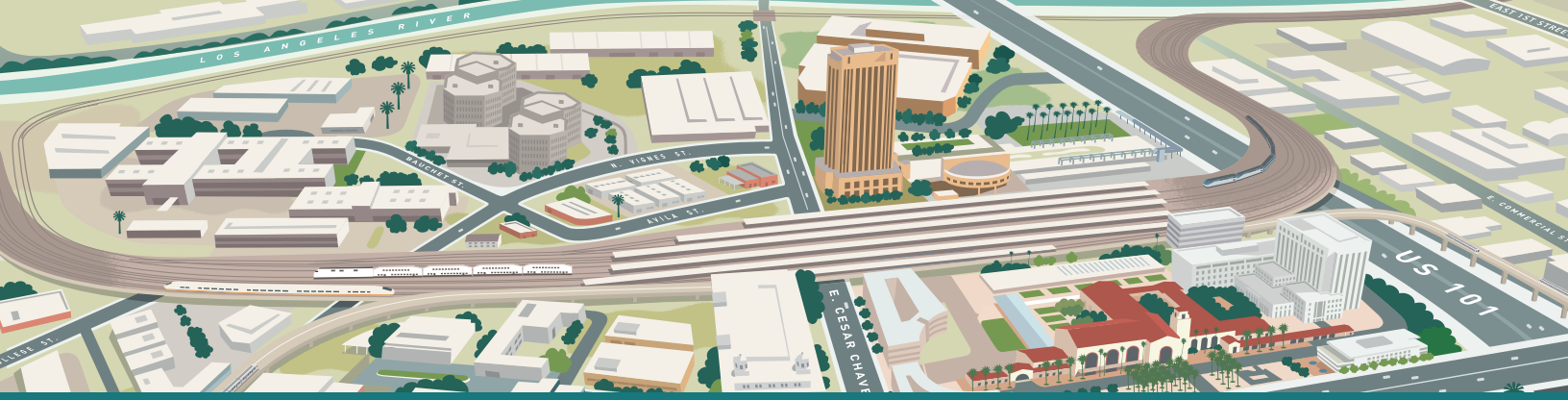

개념적 작품

다음 정거장: 우리는 미래를 연결 중.

유니언 스테이션 링크(LINK US) 요약 자료

1 Link US Project는 무엇입니까?

이 Link Union Station(Link US) 프로젝트는 몇 가지 주요 구성 요소로 구성됩니다:

1. 새로운 리드 선로, 고가 조차장 및 플랫폼
2. 새로운 콘코스 관련 개선. 새 에스컬레이터, 엘리베이터, 캐노피
3. 101번 프리웨이 위로 로스앤젤레스 유니언 스테이션(LAUS) 남쪽에 새로운 런스루 선로들(루프 트랙 가능성 포함)
4. 미래의 고속철도 지원을 위해 공동 인프라에[1] 캘리포니아 고속전철국(CHSRA)의 계획된 고속전철(HSR) 시스템을 수용
5. 새로운 철도 통신, 신호 및 안전 개선
6. Vernon시에있는 BNSF Malabar Yard의 오프 사이트 개선

2 왜 Link US가 필요하며 지역에 어떤 가치가 있습니까?

LAUS는 남가주 주요 교통 허브로서, 합쳐서 인구 2,000만이 넘는 여러 카운티들을 연결합니다. 2040년까지, 평일 20만 이상의 승객들이 LAUS를 통과할 것으로 예상됩니다. 유니언 스테이션 프로젝트(LINK US 또는

프로젝트)는 아래와 같은 수단으로 LAUS의 복합 교통 수요를 충족하려고 합니다:

- LAUS의 지역 및 도시 간 철도 서비스 용량 증가;
- 런스루(run-through) 선로를 구축하고 기존 스터브 엔드(stub-end) 선로 구성을 제거하여 LAUS의 운행 시간표 신뢰도를 개선; 화물 철도 운영의 현재 수준을 보존;
- 남 캘리포니아에서 계획된 고속철도 시스템 수용;
- 승객/보행자 용량 증가;
- 새로운 승객 콘코스 구현을 통해 LAUS의 안전 개선.

Link US의 빌드 대안을 개발할 때 다중 트랙 정렬이 고려되었습니다. 빌드 대안에는 새 등급에 맞게 최대 7 개의 리드 트랙을 재구성하는 것이 포함됩니다. 고가 철도 야드의 경우, 이는 미국 101 개 이상의 런스 루 트랙 및지지 고가교 구조를 용이하게하는 데 필요합니다. 최대 10 개의 새로운 런스 루 트랙 (루프 트랙 가능성 포함)이 LAUS 남쪽과 상업용을 따라 건설 될 것입니다. 용이하게하는 거리 지역 / 시외 철도 열차와 미래의 HSR 열차를 로스 앤젤레스 강 서쪽 기슭의 주요 선로까지 연결합니다. 그만큼 건설 대안에는 새로운 승객 플랫폼도 포함됩니다. 높은 레일 야드 위의 캐노피.

제안된 콘코스 관련 개선은 승객 수용력을 높이고, 연결성을 향상 시키며 접근성과 안전성을 향상시킬 것입니다. 확장된 통로(너비 140피트) 또는 평면 승객 콘코스(너비 300 피트)는 2040년도 LAUS 승객 수 인상 예측을 충족하는 충분한 보행 공간을 제공하는 한편 대합실, 화장실, 승객들을 위한 소매점, 기타 승객 편의 시설을 포함합니다. 확장된 통로 또는 평면 승객 콘코스는 개선된 보행자 및 미국장애인법(ADA) 플랫폼 접근성과 함께 기존 통로와 유사한 환승 시간과 여행 편의를 제공합니다. 보행자 접근과 미국장애인법(ADA)에 의한

플랫폼 접근성이 향상됩니다. 기존 램프를 엘리베이터와 에스컬레이터로 교체하면 접근성이 향상되고 로스앤젤레스

카운티 메트로폴리탄 교통국(Metro)이 현재 화재 및 인명 안전 요건을 충족할 수 있게 됩니다.

3 누가 이 프로젝트를 진행하고 있습니까?

Link US 팀은 이 프로젝트를 성공적으로 수행하기 위해 다수의 기관들과 협업적으로 일하고 있습니다. 메트로는 지역 프로젝트 후원자이며, 캘리포니아 환경품질법(CEQA)에 따른 주관 기관 및 국가 환경 정책법(NEPA)에 따른 공동 주관 기관입니다. CHSRA는 23 미연방법[2](USC) 327 및 연방철도청(FRA)과 캘리포니아 주 간 2019년 7월 23일에 체결한 양해 각서에 따라 NEPA 및 프로젝트에 대한 기타 연방 환경법에 따라 주요 연방 기관으로 활동하고 있습니다. 프로젝트 전반에 걸쳐 조언하고 피드백을 제공할 책임이 있는 기타 연방, 주, 지방 및 지역 기관으로 캘리포니아 주 교통국(CalSTA), 남부 캘리포니아 지역 철도청(SCRRA), 앰트랙, 로스 앤젤레스 - 샌디에고 - 샌 루이스 오비스포(LOSSAN) 철도국, 캘리포니아 교통국(Caltrans), 그리고 로스앤젤레스 시와 버논 시입니다.

4 현재 유니언 스테이션의 선로들은 어떻게 구성되어 있습니까?

LAUS는 모든 지역 및 시외 열차가 5개 선로 통로 (또는 역 리드선)을 통해 들어오고 나가는 스터브 엔드 종단형 정차장입니다. 이 스터브 엔드 선로들은 통로를 통해 기차를 역 안으로 밀어 넣었다가 끌어 내기 때문에 승객 이동 시간이 길어지고 역의 운영 용량이 제한됩니다.

5 필요한 기금은 어디서 나옵니까?

계획, 환경 및 예비 엔지니어링 작업을 통하여, 메트로는 다른 주와 지역 펀딩 파트너들로부터 약 9억 5천만불 지원을 약속 받았습니다. 주요 기금 출처는 아래와 같습니다:

- 4억2천3백만불 - 2020년 3월, 메트로와 CHSRA는 4억2천3백만불을 Link US Project에 승인하는 발의안 1A에서 요구되는 잠재적인 미래 계약에 관한 양해 각서를 체결했습니다.
- 3억9천8백만불 - 2018년 교통 및 시내 철도 자금 프로그램 (TIRCP) 및 주 운송개선 프로그램 (STIP) 보조금에서 Link US Project에 3억9천8백만불이 수여되고 프로그램 되었습니다.
- 1억2천9백만불 - 기타 지역, 주 및 연방 기관으로부터 총 1억2천9백만불.

현재까지 사용 가능한 자금을 기반으로, 메트로는 LAUS에서 임시 2개-노선, 런스루 구성을 구현하여 지역 및 도시 간 철도 열차(메트로링크와 앰트랙)가 조기 혜택을 볼 수 있도록 할 계획입니다. Link US 팀은 새로운 리드 노선, 추가 런스루 노선이 있는 고가 철도 조차장 건설 및 콘코스 관련 개선을 위해 연방 자금을 포함한 추가 기금을 추구하고 있습니다.

6 프로젝트의 건설은 LA 다운타운 지역에 어떤 영향을 미칠까요?

대부분의 프로젝트 공사는 LAUS 캠퍼스 또는 메트로가 소유하고 있는 시설에서 발생합니다. 공사는 또한 교량 및 도로 개선을 위해 US-101와 Center, Main, Commercial 거리 위와
인접에서도 발생합니다. 선로 개선은 로스앤젤레스 강 서쪽 기슭을 따라 철도 통행권(ROW) 내에서 남쪽으로 확장될 것입니다.
메트로는 영향을 받는 지역사회, 로스앤젤레스시의 시의회 1 지구 및 14 지구, 철도 및 대중 교통 운영자와 긴밀히 협력하여 주변 지역 사회에 건설 관련 피해를 피하고 최소화할 것입니다. 완화조치가 마무리되어 최종 NEPA 결정 문서에 포함될 것입니다.

Metro

2020 년 가을

7 NEPA에 따른 이 현재 연구는 캘리포니아 환경 품질법에 따라 완료된 이전 연구와 어떻게 다릅니까?

Link US Project는 런-스루 선로 프로젝트(2006) 및 Southern California Regional Interconnector Project(SCRIP) (2014)로 알려졌습니다. 2015년 10월, 메트로 위원회는 LAUS에 새로운 대합실과 캘리포니아 HSR 시스템 잠재적 수용을 포함하는 SCRIP의 확장을 승인했습니다. 2017년 3월, 메트로 위원회는 환경 문서에서 건설 대안들 연구를 승인했으며 또한 평면 승객 콘코스 이외에 저렴한 지상 승객 대합실 옵션도 개발할 것을 관계자에게 요청했습니다. 2018년 10월, 메트로는 CEQA에 따라 독자적인 환경 영향 보고서 (EIR)를 준비하기로 결정했습니다. 2018년 11월, 메트로 위원회는 2019년 1월 대중 검토를 위해 환경 영향 보고서 초안을 유포하기 전에 초안에서 제안된 프로젝트의 명칭을 승인했습니다. 메트로는 2019년 6월 27일 Link US Project에 대한 최종 EIR을 인증했습니다.

메트로와 CHSRA는 NEPA에 따라 환경 영향 성명서(EIS)를 작성하는 데 필요한 분석을 재개하고 있습니다. NEPA 프로세스의 핵심 요소는 동등한 세부 수준에서 대안의 합리적인 범위를 평가하는 것입니다. 이러한 대안에는 인증된 최종 EIR에서 승인된 CEQA 제안 프로젝트의 구성 요소가 포함됩니다. NEPA는 또한 환경 정의, 사회 경제학 및 1964년 민권법 Title VI와 같이 CEQA에서 고려되지 않은 영향에 대한 분석을 요구합니다. EIS는 또한 CEQA 프로세스의 구성 요소가 아닌 섹션 4(f) 분석을 포함할 것입니다. Link US의 NEPA 및 CEQA 프로세스에 대한 추가 업데이트를 보려면 *metro.net/linkus* 를 방문하십시오.

8 수정된 의향 통지서(NOI) 란 무엇이며 EIS 초안과 어떤 관련이 있습니까?

2016년, 메트로와 FRA는 Link US Project 공동 EIS/EIR의 환경 분석 범위에 대한 대중과 기관의 의견을 수집하기 위해 공식적인 평가 프로세스를 수행했습니다. 2016년 5월 31일, FRA는 NEPA의 요구 사항에 따라 Federal Register에 NOI를 게시했습니다. 프로젝트에 대한 예비 엔지니어링이 진행됨에 따라 CHSRA와 메트로는 BNSF West에서 발생하는 화물 저장 용량의 영구적 손실을 복원하고 상쇄하기 위해 버논 시의 BNSF 말라바 (Balabar)조차장을 개선할 필요성을 확인했습니다. First Street 북쪽의 Bank Yard. 수정된 NOI는 버논 시에 제안된 새로운 프로젝트 구성 요소를 다루기 위해 Federal Register에 게시될 것입니다. 수정된 NOI는 메트로 웹사이트 (https://www.metro.net/projects/link-us/: *metro.net/linkus*)에서 볼 수 있습니다.

9 버논 시에는 어떤 개선이 제안되고 있습니까?

Link US Project는 LAUS 근처에 있는 BNSF의 West Bank Yard에 있는 약 5,500 트랙 피트의 복합 기동차 저장 용량의 영구적인 손실을 초래할 것입니다. 이 영향으로 BNSF가 로스앤젤레스 및 롱비치 항구에 근접하여 두 개의 중요한 BNSF 복합시설 (IMF) 서쪽에 더 긴 복합 기동차 세트를 저장할 수 있는 능력을 상실하기 때문에 이 시설은 스터브 엔드 저장 조차장으로 소용이 없게 됩니다: 호바트 및 커머스 IMF.

BNSF West Bank Yard에서 화물 저장 용량 손실을 복원하고 상쇄하기 위해 버논 시에 BNSF Malabar Yard의 오프 사이트 개선이 제안되었습니다. 기존 상태에서, BNSF Malabar Yard는 다음과 같은 물리적 인프라 개선 없이는 복합 기동차 저장 용량 손실을 보상하는 데 사용할 수 없습니다.

- 49번가에 평면 철도 건널목 폐쇄
- Pacific Boulevard와 Seville Avenue 사이 46 번가를 따라 1,000 피트 선로 연결 추가

10 BNSF Malabar Yard 위치가 선택된 이유는 무엇입니까? 다른 위치들도 고려했습니까?

BNSF의 운영을 위해서는 BNSF의 호바트 및 커머스 복합 시설(IMF) 서쪽과 지역의 인근 항구와 가까운 곳에 쉽게 사용할 수 있는 복합 저장 야드가 필요합니다. 더 긴 기동차 세트를 수용 할 수 있는 위치와 능력때문에 버논 시의 BNSF Malabar Yard는 West Bank Yard의 저장 용량 손실을 상쇄하기 위해 선호되는 위치로 선택되었습니다. 공동 인프라는 메트로링크, 앰트랙 및 미래의 고속철도(HSR) 열차를 위한 런스루 서비스를 지원하는 구조 및 제방에 해당합니다.

[1] 공동 인프라는 메트로링크, 앰트랙 및 미래의 고속철도(HSR) 열차를 위한 런스루 서비스를 지원하는 구조 및 제방에 해당합니다.

[2] 이 프로젝트에 적용되는 연방 환경법에서 요구하는 환경 검토, 협의 및 기타 조치는 23 미연방법 327 및 2019년 7월 23일자 미연방 철도청과 캘리포니아 주가 체결한 양해 각서에 의하여 캘리포니아 주에 의해서 수행되고 있습니다.

문의하기

자세한 정보, 질문, 의견 또는 메일 링리스트 가입 요청은 다음으로 연락하십시오.

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Ilustraciones conceptuales

Proxíma parada: estamos conectando el futuro.

LINK UNION STATION (LINK US) – Preguntas frecuentes

1 ¿Qué es el proyecto Link US?

Este proyecto de Link Union Station (Link US) abarca varios componentes fundamentales:

1. Nuevas pistas de plomo, patio de ferrocarril elevado y plataformas
2. Nuevas mejoras relacionadas con el concurso que incluyen nuevas escaleras mecánicas, elevadores y marquesinas
3. Nuevas pistas de ejecución (incluye la posibilidad de una vía en bucle) al sur de Los Ángeles Union Station (LAUS) sobre la autopista US-101
4. Alojamiento de la Autoridad de trenes de alta velocidad de California (CHRSA) sistema tren de alta velocidad (HSR) planificado en infraestructura[1] común para soportar futuros trenes de HSR.
5. Nuevas comunicaciones ferroviarias, señales y mejoras de seguridad
6. Mejoras fuera del sitio en BNSF Malabar Yard en la ciudad de Vernon

2 ¿Por qué se necesita el Link US y de qué modo es valioso para la región?

Se anticipa para 2040, se realizarán más de 200.000 viajes de pasajeros a través de LAUS cada día de la semana. Link US cumplira con las necessidades del transporte multimodal de LAUS:

- Incrementar la capacidad de servicio ferroviario regional e interurbano de LAUS;
- Mejorar la confiabilidad del horario en LAUS a través del implementación de una configuración de pistas de ejecución y eliminación de la configuración actual de las pistas cortas;
- Preservar los niveles actuales de operaciones de ferrocarril de carga;
- Incrementar la capacidad de pasajeros / peatones; y
- Preservar los niveles actuales de operaciones de ferrocarril de carga;
- Mejorar la seguridad de LAUS a través de la implementación de un nuevo vestíbulo de pasajeros.

Se consideraron múltiples alineaciones de vías en el desarrollo del crear alternativas para Link US. Las alternativas de construcción incluirían la reconstrucción de hasta siete pistas principales para que coincida con el nuevo grado para un patio de ferrocarril elevado, que se requiere para facilitar el paso vías y estructura de viaducto de soporte sobre U. S. 101. Hasta 10 nuevos pistas de ejecución (incluida la posibilidad de una pista de bucle) se construido al sur de LAUS y a lo largo de Commercial Street para facilitar conexiones para trenes regionales / interurbanos y futuros trenes HSR para las vías de la línea principal en la orilla oeste del río Los Ángeles. Los construir alternativas también incluiría nuevas plataformas de pasajeros con marquesinas sobre el patio de ferrocarril elevado.

Las propuestes de mejoras relacionadas con el vestíbulo aumentarían la capacidad de pasajeros, mejorar la conectividad y mejorar la accesibilidad y seguridad. El pasaje ampliado (140 pies de ancho) o el vestíbulo a nivel de pasajeros (300 pies de ancho) incluiría espacio para áreas de espera, baños, áreas comerciales relacionadas con el tránsito y otros comodidades pasajeros y, al mismo tiempo, proporciona suficiente capacidad peatonal para cumplir el aumento previsto para 2040 en los viajes de pasajeros de LAUS. El expandido pasillo o vestíbulo de pasajeros a nivel proporcionaría similar tiempos de transferencia y conveniencia de viaje como el pasaje existente, con Acceso peatonal mejorado y Ley de Estadounidenses con Discapacidades (ADA) accesibilidad a las plataformas. El acceso mejorado se lograría reemplazar las rampas existentes con ascensores y escaleras mecánicas y habilitar la Agencia de Transporte Metropolitano del Condado de Los Ángeles (Metro) para cumplir con los requisitos actuales de seguridad contra incendios y vida.

3 ¿Quién está trabajando en el proyecto?

NEl equipo de Link US incluye una serie de agencias asociadas que trabajan en colaboración para hacer un éxito de este Proyecto. Metro es el patrocinador local del proyecto, la agencia líder bajo la Ley de Calidad Ambiental de California (CEQA por sus siglas en inglés) y una agencia conjunta de liderazgo bajo la Ley de Política Ambiental Nacional (NEPA). La Autoridad del Tren de Alta Velocidad de California (CHSRA) actúa como el líder agencia federal bajo NEPA, así como otras leyes ambientales federales para el proyecto, de conformidad con 23 Código de Estados Unidos[2] (USC) 327 y un Memorando de Entendimiento entre la Administración Federal de Ferrocarriles (FRA) y el Estado de California, ejecutado en julio 23, 2019. Otras agencias federales, estatales, regionales y locales con responsabilidad de asesorar y proporcionar retroalimentación durante todo el proyecto incluyen la Agencia de Transporte del Estado de California (CalSTA), la Autoridad Ferroviaria Regional del Sur de California (SCRRA, también conocida como Metrolink), Amtrak, la Agencia del Corredor Ferroviario Los Angeles – San Diego – San Luis Obispo (LOSSAN), el Departamento de Transporte de California (Caltrans) y el ciudades de Los Ángeles y Vernon.

4 Cómo están configuradas actualmente las vías en la estación LAUS?

LAUS es una estación terminal, o callejón sin salida, donde todos los trenes regionals y trenes interurbanos entran y salen a través de una garganta de cinco vías (o estación de pistas de plomo) en el extremo norte de la estación. Estas pistas cortas requieren que los trenes sean empujados hacia adentro y luego sacados de la estación a través de la garganta, aumentando los tiempos de viaje de los pasajeros y limitan la capacidad operativa de la estación.

5 ¿Cuál es la fuente de financiamiento?

TA través de la planificación, el estudio ambiental y la ingeniería preliminar, Metro ha recibido el compromiso de otros socios de financiamiento estatales y regionales por un total de $950 millones. Las principales fuentes de financiamiento incluyen:

- En marzo de 2020, Metro y CHSRA ingresarón un Memorando de Entendimiento sobre el futuro potencial de acuerdos requeridos para la Propuesta 1A de la contribución de **$423 millones** al proyecto Link US.
- Se ha otorgado un total de **$398 millones** y programado para el proyecto Link US desde el tránsito 2018 y el Programa de Capitales para el Tránsito y el Tren Interurbano (TIRCP) y Subvenciones del Programa de Mejora del Transporte (STIP).
- Otras fuentes locales, estatales y federales suman **$129 millón**.

A basó de los fondos disponibles hasta la fecha, Metro planea

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implementar una configuración provisional de dos pistas en LAUS para permitir trenes regionales e interurbanos (Metrolink y Amtrak) para realizar pronto beneficios. El equipo de Link US está buscando financiación adicional, que incluyen las fuentes de financiación federal para permitir la construcción de las nuevas rieles de plomo, patio de ferrocarril elevado con rieles de paso adicionales, y mejoras relacionadas con el concurso.

6 ¿Qué impacto tendrá la construcción del proyecto en la comunidad del centro de Los Ángeles?

La mayor parte de la construcción se haría en la LAUS o en predios propiedad de Metro. La construcción también se realizaría por encima de la autopista US-101 y junto a ella, y en Center Street y en Commercial St para la mejora de puentes, vías y carreteras. Las mejoras de múltiples pistas se extenderían sur dentro del derecho de vía del ferrocarril (ROW) a lo largo de la orilla oeste de la Río de Los Ángeles.
Metro trabajará en colaboración con las comunidades locales afectadas, el Ayuntamiento de Distritos 1 y 14 de la ciudad de Los Ángeles, y ferrocarril y tránsito operadores para evitar y minimizar los impactos relacionados con la construcción en comunidades circundantes. Se finalizarán las medidas de mitigación y incluido en los documentos finales de decisión de NEPA.

7 ¿En qué se diferencia este estudio actual bajo NEPA con el estudio anterior completado bajo la Ley de Calidad Ambiental en California?

El proyecto Link US se conoció antiguamente como el proyecto de Vías Directas (2006) y el proyecto de Interconexión Regional del Sur de California (SCRIP) (2014). En octubre de 2015, la Junta de Metro aprobó la ampliación del SCRIP para que incluya un nuevo vestíbulo para pasajeros y posiblemente el lugar para el sistema planeado de HSR en LAUS. En marzo de 2017, la Junta de Metro aprobó que las alternativas de construcción fueran estudiadas en mayor profundidad en el documento ambiental y también le solicitó al personal que produjese una nueva opción de menor costo para un vestíbulo de pasajeros elevado, además de la opción a nivel del suelo. En octubre de 2018, Metro eligió preparar un informe de impacto ambiental (EIR) de conformidad con CEQA. En noviembre de 2018, la Junta Directiva de Metro aprobó la designación del proyecto propuesto antes de la circulación del Borrador de EIR para revisión pública en enero 2019. Metro certificó el EIR final para el proyecto Link US el 27 de junio de 2019.

Metro y CHSRA están reanudando el análisis necesario para completer una declaración de impacto ambiental (EIS) a conformidad de NEPA. Un elemento clave del proceso NEPA es evaluar un alcance razonable de alternativas con un nivel de detalle equivalente. Estas alternativas incluyen componentes del proyecto propuesto aprobado por la CEQA en el final certificado EIR. NEPA también requiere el análisis de impactos no considerado bajo CEQA, como justicia ambiental, socioeconomía y el Título VI de la Ley de Derechos Civiles de 1964. El EIS también incluirá un análisis de la Sección 4 (f), que no es un componente de el proceso CEQA. Visite el sitio web de Link US para conocer la última información sobre las actualizaciones y las reuniones del proyecto: *metro.net/linkus*.

8 ¿Qué es la Notificación Revisada de la Intención (NOI) y cómo se relaciona con el EIS borrador?

El 31 de mayo de 2016, FRA publicó un NOI en el Registro Federal de acuerdo con los requisitos de NEPA. En 2016, Metro y FRA llevaron a cabo un proceso formal de determinación del alcance para recopilar comentarios de la agencia sobre el alcance del análisis ambiental para Link US Proyecto conjunto EIS / EIR. Desde 2016, Metro ha avanzado en ingeniería preliminar y, en coordinación con CHSRA, siguiendo la asignación de NEPA, ha identificado la ingeniería preliminar del proyecto avanzado, una necesidad de mejoras al patio de BNSF Malabar en la ciudad de Vernon para restaurar y compensar la pérdida permanente de capacidad de almacenamiento de carga que ocurriría en BNSF West Bank Yard al norte de First Street. Se publico un NOI revisado en el registrofederal para abordar el nuevo componente del proyecto propuesto en laciudad de Vernon. El NOI revisado se puede encontrar en el sitio web de Metro: *metro.net/linkus*.

9 Qué tipo de mejoras se proponen en la ciudad de Vernon?

Link US resultaría en la pérdida permanente de aproximadamente 5500 pies-vía de capacidad de almacenamiento de vagones intermodales en West Bank Yard de BNSF cerca de LAUS. Este impacto hace que la instalación sea efectivamente inútil como un patio de almacenamiento de trozos porque BNSF perdería la capacidad de almacenar conjuntos de vagones intermodales más largos en proximidad a los puertos de Los Ángeles y Long Beach, y al oeste de dos instalaciones intermodales (IMF) críticas de BNSF: Hobart y Commerce IMF.

Para restaurar y compensar la pérdida de capacidad de almacenamiento de mercancías del BNSF West Bank Yard, mejoras externas al BNSF Malabar, se proponen jardines en la ciudad de Vernon. En su estado actual, BNSF Malabar Yard no se puede utilizar para compensar la pérdida de capacidad de almacenamiento de vagones intermodales sin los siguientes mejoras de infraestructura:

- Cierre del cruce de ferrocarril a nivel en la calle 49
- Agregar una conexión de vía de 1,000 pies a lo

10 ¿Por qué se seleccionó la ubicación de BNSF Malabar Yard?

Las operaciones de BNSF requieren un patio de almacenamiento intermodal disponibles en las proximidades de puertos cercanos en la región y al oeste de Instalaciones Intermodales de Hobart y Comercio (IMF) de BNSF. Debido a su ubicación y capacidad para acomodar juegos de vagones de tren más largos, BNSF Malabar Yard en la ciudad de Vernon fue seleccionado como el preferido ubicación para compensar la pérdida de capacidad de almacenamiento en el patio de la Orilla Oeste.

[1]La infraestructura común corresponde a las estructuras y terraplenes para soportar servicio de ejecución para Metrolink, Amtrak y futuros trenes de HSR.

[2] La revisión ambiental, la consulta y otras acciones requeridas por las leyes federales ambientales aplicables para este proyecto están siendo o han sido implementadas por el Estado de California de conformidad con 23 U.S.C. 327 y un Memorando de Entendimiento de 23 de julio de 2019 y ejecutado por la Administración Federal de Ferrocarriles y el Estado de California.

CONTÁCTENOS

Por favor utilice las siguientes herramientas de contacto para acceder a mayor información sobre el proyecto,

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Hình ảnh mang tính khái niệm

Điểm dừng kế tiếp: chúng tôi đang kết nối tương lai.

LINK UNION STATION (LINK US) – các câu hỏi thường gặp

1 Dự án Link US là gì?

Dự án Link Union Station (Link US) bao gồm vài yếu tố chính như saus:

1. Đường ray mới, sân đường sắt được nâng cao và sân ga
2. Các cải tiến mới liên quan đến phòng chờ, bao gồm thang cuốn, thang máy và mái che mới
3. Đường ray xe hỏa chạy-xuyên-qua mới (bao gồm khả năng có đường vòng) ở phía nam của Nhà Ga Los Angeles Union Station (LAUS) bắc ngang qua xa lộ US-101
4. Cơ sở tiện nghi của hệ thống đường sắt cao tốc (High speed rail - HSR) được quy hoạch thuộc Cơ quan Đường sắt Cao tốc California (California High-Speed Rail Authority – CHSRA) trên cơ sở hạ tầng[1] chung để hỗ trợ các chuyến tàu hỏa HSR trong tương lai
5. NCác cải tiến mới về phương tiện truyền thông liên lạc, tín hiệu và an toàn đường ray
6. Những cải tiến ngoài khuôn viên đối với BNSF Malabar Yard ở thành phố Vernon

2 Những cải tiến ngoài khuôn viên đối với BNSF Malabar Yard ở thành phố Vernon?

LAUS là trung tâm giao thông vận chuyển chính của Nam California, kết nối nhiều quận với tổng số dân cư vượt quá 20 triệu người. Đến năm 2040, dự kiến sẽ có hơn 200.000 chuyến hành khách sử dụng LAUS mỗi ngày trong tuần. Dự án Link Union Station (Link US hoặc dự án) nhằm đáp ứng nhu cầu vận chuyển đa phương thức qua hệ thống LAUS bằng cách:

- Gia tăng năng lực dịch vụ đường ray khu vực và liên thành phố củaLAUS;
- Cải thiện tính chất tin cậy của lịch trình vận chuyển của LAUS thông qua việc triển khai cấu hình các tuyến đường chạy ngang qua và việc loại bỏ cấu hình hiện tại của các tuyến đường sắt đưa đến ngõ cụt
- Duy trì mức độ hoạt động hiện tại của xe hỏa vận chuyển hàng hóa;
- Cung cấp hệ thống HSR theo kế hoạch trong khu vực Nam California;
- Gia tăng sức chứa hành khách / người đi bộ; và,
- Tăng cường mức an toàn của LAUS thông qua việc triển khai một phòng chờ hành khách mới.

Nhiều hướng liên kết đã được xem xét trong quá trình phát triển các lựa chọn thay thế xây dựng cho Link US. Các lựa chọn thay thế xây dựng sẽ bao gồm việc xây dựng lại tối đa bảy bài hát chính để phù hợp với lớp mới cho một sân đường sắt trên cao, được yêu cầu để tạo điều kiện thuận lợi cho các đường ray chạy qua và kết cấu cầu cạn hỗ trợ trên US-101.

Tối đa 10 đường ray chạy qua mới (bao gồm cả khả năng có đường vòng) sẽ được xây dựng ở phía nam LAUS và dọc theo Thương mại Đường phố để tạo điều kiện kết nối cho các chuyến tàu đường sắt trong khu vực / liên tỉnh và các chuyến tàu HSR trong tương lai đến các tuyến đường ray chính ở bờ Tây của sông Los Angeles. Các lựa chọn thay thế xây dựng cũng sẽ bao gồm các nền tảng hành khách mới với các tán phía trên sân đường sắt trên cao.

Các cải tiến liên quan đến phòng chờ được đề xuất sẽ gia tăng sức chứa hành khách, cải thiện mức kết nối và tăng cường khả năng tiếp cận và an toàn. Hành lang cho đường ray xe hỏa chạy mở rộng (rộng 140 feet) hoặc phòng chờ hành khách ngang cấp (rộng 300 feet) sẽ bao gồm không gian cho các khu vực chờ đợi, phòng vệ sinh, khu vực bán lẻ liên quan đến phương tiện công cộng và các tiện nghi khác cho hành khách đồng thời cung cấp đủ sức chứa cho người đi bộ để đáp ứng dự báo gia tăng số chuyến đi của hành khách LAUS năm 2040. Hành lang xe hỏa mở rộng hoặc phòng chờ hành khách ngang cấp sẽ cung cấp thời gian chuyển vận và sự thuận tiện trong việc đi lại tương đương với sự tiếp cận lên sân chờ xe hỏa cho người đi bộ và khả năng tiếp cận được quy định bởi Đạo luật Người Mỹ Khuyết tật (ADA) được nâng cấp. Khả năng tiếp cận sẽ được tăng cường bằng cách thay thế các đường dốc hiện tại bằng thang máy và thang cuốn và cho phép Cơ quan Giao thông Vận chuyển Đô thị Quận Los Angeles (Xe điện -Metro) để đáp ứng các quy định hiện hành về hỏa hoạn và an toàn tính mạng.

3 Ai đang làm việc cho dự án?

Nhóm Link US bao gồm một số cơ quan đối tác hợp tác làm việc để mang lại thành công cho dự án. Metro là cơ quan tài trợ dự án địa phương, cơ quan chính theo Đạo luật Chất lượng Môi trường California (California Environmental Quality Act - CEQA), và một cơ quan đồng chỉ đạo theo Đạo luật Chính sách Môi trường Quốc gia (National Environmental Policy Act - NEPA). CHSRA đóng vai trò là cơ quan liên bang chỉ đạo theo NEPA, cũng theo như các luật lệ môi trường liên bang khác cho dự án, chiếu theo điều 23 Bộ luật[2] Liên bang Hoa Kỳ (USC) 327 và Biên bản Ghi nhớ (Memorandum of Understanding) giữa Cơ quan Quản lý Đường sắt Liên bang (Federal Railroad Adminstration - FRA) và Tiểu Bang California, được ký kết vào ngày 23 tháng Bảy, 2019. Các cơ quan liên bang, tiểu bang, khu vực và địa phương khác có trách nhiệm tư vấn và cung cấp ý kiến đóng góp trong toàn bộ dự án bao gồm Cơ quan Giao thông Tiểu bang California (CalSTA), Cơ quan Đường sắt Khu vực Nam California (SCRRA), Amtrak, Los Angeles - San Diego - Cơ quan Hành lang Đường sắt San Luis Obispo (LOSSAN), Sở Giao thông Vận tải California (Caltrans), và các Thành phố Los Angeles và Vernon.

4 Các tuyến đường sắt tại LAUS hiện được cấu hình như thế nào?

LAUS là ga cuối, hoặc đường cụt, nơi tất cả các chuyến tàu khu vực và liên thành phố đi vào và đi ra qua một chỗ thắt năm tuyến đường ray (hoặc nhà ga dẫn đường) ở phần cuối phía bắc của nhà ga. Các đường ray cuối đường này đòi hỏi các đoàn tàu phải được đẩy vào và sau đó được kéo ra khỏi nhà ga thông qua chỗ thắt, làm tăng thời gian di chuyển cho hành khách và hạn chế năng lực hoạt động tại nhà ga.

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5 Nguồn tài trợ là gì?

Thông qua công tác lập kế hoạch, môi trường và kỹ thuật sơ bộ, Metro đã nhận được cam kết từ các đối tác tài trợ khác của tiểu bang và khu vực với tổng số tiền là 950 triệu đô la cho đến nay. Các nguồn tài trợ chính bao gồm:

- **423 triệu đô la** - Vào tháng 3 năm 2020, Metro và CHSRA đã ký kết Biên bản Ghi nhớ về các thỏa thuận tiềm năng trong tương lai cần thiết cho Dự luật 1A trị giá 423 triệu đô la ngân khoản đóng góp cho Dự án Link US.
- **398 triệu đô la** - Tổng cộng 398 triệu đô la đã được ban tặng và được lập trình cho Dự án Link US từ Chương trình Vốn Đường sắt Liên thành phố 2018 (TIRCP) và Khoản Trợ cấp Chương trình Cải thiện Giao thông Tiểu bang (STIP).
- **129 triệu đô la** - Các nguồn tài trợ địa phương, tiểu bang và liên bang khác tổng cộng 129 đô latriệu.

Dựa trên nguồn tài trợ hiện có cho đến nay, Metro có kế hoạch triển khai cấu hình hai đường ray tạm thời chạy ngang qua tại LAUS để cho phép các đoàn tàu đường sắt khu vực và liên thành phố (Metrolink và Amtrak) thụ hưởng lợi ích từ sớm. Nhóm Link US đang xin thêm ngân khoản tài trợ bổ sung, bao gồm các nguồn tài trợ của liên bang, để cho phép xây dựng các đường ray dẫn đường mới, sân đường sắt được nâng cao với các đường ray chạy ngang bổ sung và các cải tiến liên quan đến phòng chờ.

6 Việc xây dựng dự án sẽ ảnh hưởng đến trung tâm thành phố Los Angeles như thế nào?

Phần lớn việc xây dựng dự án sẽ diễn ra trong khuôn viên của LAUS hoặc các tài sản thuộc sở hữu của Metro. Quá trình xây dựng cũng sẽ diễn ra theo cách thức bắc ngang qua và tiếp giáp với xa lộ US-101 và các Đường Center, Main và Commercial Street để cải thiện cầu và đường xá. Nhiều cải tiến đường ray sẽ mở rộng về phía nam trong phạm vi quyền ưu tiên (Right-of-way-ROW) của đường sắt dọc theo bờ sông phía tây của Sông Los Angeles River.

Metro sẽ hợp tác chặt chẽ với các cộng đồng địa phương bị ảnh hưởng, Hội đồng Thành phốĐịa hạt 1 và 14 cho Thành phố Los Angeles, và các cơ quan điều hành đường sắt và phương tiện công cộng để tránh và giảm thiểu các tác động liên quan đến việc xây dựng đối với các cộng đồng xung quanh. Các biện pháp giảm thiểu sẽ được hoàn thiện và đưa vào các văn bản quyết định cuối cùng của NEPA.

7 Nghiên cứu hiện tại này của NEPA khác với nghiên cứu trước đó đã hoàn thành theo Đạo luật Chất lượng Môi trường California như thế nào?

Link US tiền thân là Dự án Đường chạy LAUS (2006) và Dự án Tuyến đường Kết nối Khu vực Nam California (SCRIP) (2014). Vào tháng 10 năm 2015, Hội đồng Quản trị Metro đã phê duyệt việc mở rộng SCRIP để bao gồm một phòng chờ đợi mới cho hành khách và tiềm năng tiện nghi của hệ thống HSR được quy hoạch tại LAUS. Vào tháng 3 năm 2017, Hội đồng Quản trị Metro đã phê duyệt các giải pháp thay thế xây dựng sẽ được nghiên cứu thêmtrong một tài liệu về môi trường và cũng yêu cầu các nhân viên triển khai một tùy chọn về phòng chờ đợi cấp cao cho hành khách, chi phí thấp hơn, kể cả tùy chọn ngang cấp.

Vào tháng 10 năm 2018, Metro đã chọn việc chuẩn bị một báo cáo tác động môi trường độc lập (EIR) để tuân thủ với quy định của CEQA. Vào tháng 11 năm 2018, Ban Quản trị Metro đã phê duyệt việc chỉ định dự án được đề xuất, trước khi phát hành Dự thảo EIR để cho công chúng xem xét công khai vào tháng 1 năm 2019. Metro đã chứng thực bản EIR cuối cùng cho Dự án Link US vào ngày 27 tháng 6, năm 2019.Metro và CHSRA đang tiếp tục bản phân tích cần thiết để hoàn thành báo cáo tác động môi trường (EIS) để tuân thủ với NEPA.Yếu tố chính của quy trình NEPA là để đánh giá một loạt các lựa chọn thay thế hợp lý ở mức độ tương đương về chi tiết. Những lựa chọn thay thế này sẽ bao gồm các thành phần của dự án do CEQA đề xuất đã được phê duyệt trong bản EIR cuối cùng được chứng thực.

NEPA cũng yêu cầu phân tích các tác động không được xem xét theo CEQA, chẳng hạn như công lý trong môi trường, các vấn đề kinh tế xã hội và Tiêu đề VI của Đạo luật Dân Quyền năm 1964. EIS cũng sẽ bao gồm bản phân tích Khoản 4(f) mà không phải là một thành phần của quy trình CEQA. Để biết thêm thông tin cập nhật về quy trình NEPA và CEQAcho Link US, hãy truy cập *metro.net/linkus*.

8 Thông báo Được Sửa đổi về Ý định (Revised Notice of Intent - NOI) là gì và liên quan như thế nào đến Dự thảo EIS?

Vào ngày 31 tháng 5 năm 2016, FRA đã xuất bản NOI trong Sổ đăng ký Liên bang theo theo yêu cầu của NEPA. Vào năm 2016, Metro và FRA đã tiến hành một quá trình xác định phạm vi chính thức để thu thập phản hồi của công chúng và cơ quan về phạm vi phân tích môi trường cho Dự án Liên kết Hoa Kỳ EIS / EIR. Kể từ năm 2016, Metro đã nâng cao kỹ thuật sơ bộ và phối hợp với CHSRA, theo NEPA Assignment, đã xác định nhu cầu cải tiến đối với BNSF Malabar Yard ở Thành phố Vernon để khôi phục và bù đắp sự mất mát vĩnh viễn về khả năng lưu trữ hàng hóa sẽ xảy ra tại BNSF West Bank Yard phía bắc First Street. NOI sửa đổi là được xuất bản trong Sổ đăng ký Liên bang để giải quyết thành phần dự án mới được đề xuất tại Thành phố Vernon.

Bản NOI Được Sửa đổi có thể được tìm thấy trên trang web của Metro: *metro.net/linkus*.

9 Những loại cải tiến nào đang được đề xuất ở Thành phố Vernon?

Dự án Link US sẽ dẫn đến việc mất mát vĩnh viễn khoảng 5.500 feet năng lực lưu trữ các toa tàu liên phương thức tại bãi BNSF's West Bank Yard gần LAUS. Tác động này làm cho cơ sở này trở nên thực sự vô dụng trong vai trò của một bãi lưu trữ đường cụt bởi vì BNSF sẽ mất khả năng lưu trữ các bộ toa tàu liên phương thức dài hơn trong khu vực ở gần Cảng Los Angeles và Long Beach, và phía tây của hai cơ sở liên phương thức BNSF tối quan trọng (IMF): Hobart and Commerce IMF.

Để khôi phục và bù đắp sự mất mát về khối lượng lưu trữ hàng hóa từ bãi BNSF West Bank Yard, các cải tiến ngoài khuôn viên của bãi BNSF Malabar Yard được đề xuất trong Thành phố Vernon. Trong điều kiện hiện tại, bãi BNSF Malabar Yard không thể được sử dụng để bù đắp cho việc mất mát khả năng lưu trữ các toa tàu liên phương thức mà không tuân thủ các việc cải thiện cơ sở hạ tầng sau đây:

- Đóng lối giao cắt đường sắt ngang cấp tại đường 49th
- Xây thêm kết nối đường ray dài 1.000 feet dọc theo Đường 46th giữa Đại lộ Pacific và Đại lộ Seville

10 Tại sao địa điểm cho bãi BNSF Malabar Yard được chọn? Các địa điểm khác có được cứu xét không?

Hoạt động của BNSF đòi hỏi phải có sẵn bãi lưu trữ đa phương thức ở gần các cảng lân cận trong khu vực và phía tây của Cơ sở BNSF's Hobart và Cơ sở Thương mại Đa phương thức (IMF). Do vị trí và khả năng chứa các đoàn toa tàu dài hơn, bãi BNSF Malabar Yard ở Thành phố Vernon đã được chọn là địa điểm ưu tiên để bù đắp việc mất mát khả năng lưu trữ tại bãi West Bank Yard.

[1] Cơ sở hạ tầng chung tương ứng với các cấu trúc và đường đắp cao (embankment) để hỗ trợ dịch vụ chạy xuyên suốt cho các

[2] Việc đánh giá, tham vấn môi trường và các hành động khác theo yêu cầu của luật lệ liên bang hiện hành về môi trường cho dự án này đang được hoặc đã được Tiểu Bang California thực hiện theo Điều khoản 23 U.S.C. 327 và Biên bản Ghi nhớ (Memorandum of Understanding) ghi ngày 23 tháng 7, 2019 và được ký kết bởi Cục Quản lý Đường sắt Liên bang và Tiểu bang California.

LIÊN HỆ CHÚNG TÔI

Để biết thêm thông tin, câu hỏi, nhận xét hoặc yêu cầu tham gia danh sách gửi thư, vui lòng liên hệ:

213.922.2524

linkunionstation@metro.net

metro.net/linkus

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Appendix D:
Newspaper Notifications

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雅典民主歷史 插入基本法條文

新版初中歷史書爭議 教師：不符教學需要 教育局：內容合理

（香港報導）逾半前部分高中通識新書刪減三權分立、公民抗命等內容，爆發疑現今年新版的初中歷史課書本，新增《基本法》內容，包括讓解古代雅典民主政治制度時插入基本法條文，稱港人有履舉權和守法義務；講述公元7世紀伊斯蘭教起源歷史及教義時，就引述基本法稱本港有宗教信仰自由、有歷史科教師認為，古代尚未出現基本法，學習古代歷史強加現今事情，未必符合教學需要，教育局稱，歷史科插入基本法內容合理。

根據《中學教育課程指引》，學校要向初中生提供3年共約51課時基本法教育，可透過生活與社會、中史、歷史和地理科教授相關內容，而歷史科佔約10課時。

早前部分高中通識新書換受教育局「專業諮詢服務」後，刪減三權分立、公民抗命等內容。今年兩間出版社推出的新版初中歷史書，同樣教育局審閱。其中歷記出版有限公司（下稱歷記）《新漢唐世界史》1上及1下兩冊書，至少四處加入基本法內容。其中，在介紹古代雅典的管理制度時，歷史書提及雅典人被賦與出代表及官員，「這種由民眾推舉議會代表來實行管理的制度，成為世界議會民主制的起源」。同頁增設「基本法連線」欄目，稱基本法列明香港原民的權利和義務，包括選舉與被選舉權、集會、遊行、示威等自由，居民亦有義務遵守香港特區實行的法律。

在關於伊斯蘭文明的章節，歷史書簡介伊斯蘭教的基本教義，包括尊敬林清悟守《古蘭基本信仰原則，同頁新增資料，稱基本法列明不同制香港居民的信仰自由，「居住在香港的穆斯林隊有充分的自由」。

介紹早期香港歷史時，歷記歷史書提到，「香港地區在秦朝時期已歸入中國版圖，隸屬於南海郡番禺縣」；課文內容亦增加基本法資料，稱「香港自秦朝起已經劃入中央政府管治範圍，說明香港的歷史和內地有深厚淵源。因此，基本法中列明香港特別行政區是中華人民共和國不可分離的部分」。

教協理事、歷史科教師張佳迅認為，將基本法內容加入初中歷史書的做法未必對應教學需要，亦不太符合歷史教學專業。他表示，學生代歷史應基礎當時的事，若強行將現今事情套進古代歷史，「蘇轍上有附題」。

教育局回覆稱，基本法作為香港特別行政區的憲制性文件，與學生日常生活息息相關，因以學生認識基本法是理所當然的事。局方稱，現行中小學的不同科目包括歷史科課程，都涵蓋基本法教育，同此教科書提及與課程內容有關的基本法教育元素亦屬合理。

海外移入病例大增 港航空界擔憂

新冠疫情

（香港二十一日電）香港的新冠肺炎確診案昨天又出現兩位數，大部分由海外移入，情況令人關注。香港新一波疫情自7月初爆發後，過去一週有趨緩跡象，確診案連續呈現個位數，但昨天又新增22宗，大部分由海外移入。

昨天由海外移入的19宗病例中，8人來自印度，7人來自尼泊爾，3人來自菲律賓，1人來自俄羅，這反映出本地疫情穩定，但外地移入個案仍偏上升。

有媒體報導，本月至今，海外移入傳染病例有87宗，當中34%來自印度，反映當當地疫情正在大爆發。

明報日報今天在報導中引述香港印度協會前主席毛基設，據他了解，現時約有1000名持香港身分證的印度人在印度，預料有600人急於趕回香港上學、上班或避疫，他說，港府必須接受這批港人回港，但質疑部分人持有的病毒檢測報告的可信性。

毛基設說港府了解印度各檢測機構的可信性，並只接受可靠檢測機構及醫院的報告。

另外，國泰港龍航空公司一間航班早前載有感染新冠肺炎病患來港，香港衛生署已因此禁止該公司暫停經營同一航線2週。

據公布，相關航班於18日由馬來西亞吉隆坡抵港，航班上有5名乘客確衛生部門確認感染病毒，他們都是由印度飛往吉隆坡，再轉乘相關航班來港。

酒樓販售冒牌月餅 4嫌被捕

◀海關版權及商標調查科高級監管謝國強展示正版（左）售賣月餅，及案中檢獲的冒牌（右）售賣月餅。

（香港報導）中秋節臨近，元朗有酒樓被揭發售賣冒牌售香老餅家月餅及月餅券，海關上周接獲舉報後，突擊搜查涉事酒樓，發現該處售賣來自內地的170盒冒牌售香月餅及200張虛假月餅券，售價較正貨低逾三成；事後海關再於元朗區內商場一個舖倉，再搜出170盒冒牌售香月餅，共有4名男女涉案被捕。

於酒樓被捕的1男2女年齡介乎39至51歲，分別為一名酒樓集團董事、一名酒樓負責人及一名酒樓職員；一名於舖倉被捕的77歲男子則為集團主腦。

海關版權及商標調查科高級監管謝國強表示，上周初有市民到涉事酒樓光顧時，這酒樓向客人推銷售香月餅及月餅券，並聲稱可利用該批月餅券制售香的總送及分送換領月餅。有市民不滿有計購入月餅券，惟主動指香換領時，被職員告知月餅券為偽冒。

海關接獲舉報後，上周五（18日）突擊搜查位於元朗西菁街的涉事酒樓，當場拘捕1男2女、檢獲170盒冒牌售香月餅及200張虛假月餅券，海關其後再到元朗大榕下西頭搜查一個舖倉，拘捕1名集團主腦及搜出170盒冒牌月餅。兩批月餅及月餅券市值約為9萬元。海關稱估該批冒牌月餅原用作內地銷售，有部分流入香港。

擅入疑似裸照事件

謝嘉怡自認保守 不拍裸照

（香港報導）應屆港姐冠軍謝嘉怡（Lisa）、亞軍陳楨怡、季軍鄧祐妍昨日為汪明荃（阿姐）主持的感日《娛樂大家》，做影今晚最後一集，阿姐特別以一身潮爆造型亮相，為觀眾帶來驚喜。謝嘉怡當選後火速現廣告，和比去年港姐冠軍莫嘉雯工作量少，暢得幸運，她想可能與疫情有關。日前，有疑似她的裸照在網上瘋傳，她笑指那中人的身形比自己瘦及親好多，她思思保守不會拍這些照片。

謝嘉怡當選半個月工作已排得密麻麻，更獲廣告商垂青，接拍標致廣告，她說：「好開心，沒想過這麼快有廣告拍，好玩。」可愛得此上兵冠軍竟直接拿這？她只說：「不知！但我覺得百今年疫情關係，與去年不同，真的不知是否今年比較快有工作，還係有沒有。」她透露現與祖母同住，但因工作關係經常見很多人，也擔心疫情風險高影響到祖母，故正積極找租屋，待搞搞來港搬屬她時同住。問是否以在港置業為目標？她回說：「香港樓好貴，也不知有無機會買到，看看還能否留到啦。」

她表示現在仍年輕，首要搵樓搬，不需要與男朋友。

▲謝嘉怡擔心疫情風險高，會影響到阿姐的組母。

謝嘉怡稱農家店已此參選時好，暫時正積極付工作，冷會多體多課，看多點電視及港產片學習，她說：「你現不懂看中文字，只識自己個名和數字，都想去上堂學，覺得如果識睇中文，講廣東話會好啲一點。」

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AVISO DE DISPONIBILIDAD DEL AVISO DE INTENCIÓN DE PREPARAR UNA DECLARACIÓN DE IMPACTO AMBIENTAL Y UNA REUNIÓN PÚBLICA VIRTUAL DE ALCANCE

¿QUÉ SE PROPONE?
El Proyecto Link Union Station (Proyecto Link US o acción propuesta) se propone para satisfacer las demandas de transporte multimodal en LAUS

- aumentando la capacidad de servicio ferroviario regional e interurbano de LAUS
- mejorando la confiabilidad del cronograma en LAUS a través de la implementación de una configuración de vías de ejecución y la eliminación de la configuración actual de vías de conexión
- preservando los niveles actuales de operaciones ferroviarias de mercancías,
- acomodando el sistema planeado High-Speed Rail (HSR) en el sur de California,
- mejorarando la seguridad de LAUS mediante la implementación de un nuevo vestíbulo de pasajeros

La necesidad de la acción propuesta se deriva del aumento regional de la población y el empleo; implementación de planes de transporte federales, estatales y regionales que proporcionan una mayor frecuencia operativa para trenes regionales e interurbanos y la introducción del sistema de trenes de alta velocidad (HSR) planificado en el sur de California. Se requerirán actualizaciones operativas, de seguridad y de accesibilidad localizadas en y alrededor de LAUS para satisfacer la demanda existente y el crecimiento futuro.

La Autoridad de Ferrocarriles de Alta Velocidad de California (CHSRA) es la agencia federal líder para cumplir con la Ley de Política Ambiental Nacional (NEPA) y otras leyes ambientales federales para el Proyecto Link US. La Autoridad de Transporte Metropolitano del Condado de Los Ángeles (Metro) es una agencia líder conjunta bajo NEPA y el patrocinador del proyecto local para el Proyecto Link US. Metro y CHSRA han identificado una necesidad de infraestructura fuera del sitio en las cercanías de Malabar Yard de BNSF en la ciudad de Vernon como un componente del Proyecto Link US. La infraestructura ferroviaria propuesta está ubicada principal-mente en la calle 46 y la calle 49, al sur de la avenida Vernon, en la parte noroeste de la ciudad de Vernon. La Administración Federal de Ferrocarriles (FRA), en nombre de la CHSRA, está emitiendo una Notificación Revisada de Intención (NOI) para solicitar información adicional del público y de la agencia sobre el desarrollo del alcance de la EIS para el Proyecto Link US con respecto a la propuesta de descuento. -infraestructura del sitio. Los comentarios del público recibidos durante las actividades de divulgación realizadas por la CHSRA, Metro y sus representantes se considerarán en la preparación de la EIS. Como se describe en el NOI de 2016, la EIS del Proyecto Link US incluirá una evaluación de una o más Alternativas de Construcción, así como una Alternativa de No Acción. El EIS describirá los efectos ambientales específicos del sitio e identificará medidas para evitar, minimizar o mitigar los posibles efectos ambientales adversos. La información y los documentos relacionados con este proceso de revisión ambiental estarán disponibles a través del sitio de Internet de Metro: https://www.metro.net/projects/link-us/.

¿CUÁNDO ES EL PERÍODO DE REVISIÓN PÚBLICA Y COMENTARIOS?
El período de comentarios públicos de NOI revisado de 30 días comenzará el 18 de septiembre de 2020 y finalizará el 19 de octubre de 2020. Los comentarios por escrito sobre el alcance de la EIS del proyecto Link US deben proporcionarse a la Autoridad o Metro antes de las 5:00 PM 19 de octubre de 2020. Se pondrá a disposición una jornada de puertas abiertas virtual y se ha programado una reunión pública virtual de alcance para el 8 de octubre de 2020 a partir de las 6:00 PM hasta las 8:00 PM. Para obtener información sobre la reunión, incluido un enlace web y un número de llamada, visite https://www.metro.net/projects/link-us/. Se puede obtener más información llamando a la línea directa del proyecto al 213-922-2524. Se proporcionará traducción en español, chino y japonés. Envíe las solicitudes de traducción 72 horas antes de la reunión programada; llame la línea directa del proyecto al 213-922-2524 o al Servicio de retransmisión de California al 711.

¿CÓMO PUEDE COMENTAR?
Las preguntas o comentarios escritos sobre el alcance de la EIS del proyecto Link US deben enviarse a Mark A. McLoughlin, Director, Environmental Services Branch, (California High-Speed Rail Authority, 770 L Street, Suite 620, Sacramento, CA 95814 o vía correo electrónico con el asunto "Link US Project" a Mark.McLoughlin@hsr.ca.gov) o a Vincent Chio, Metro, Director de Gestión de Programas, Regional Rail (Autoridad de Transporte Metropolitano del Condado de Los Ángeles, One Gateway Plaza (Mail Stop 99-17-2), Los Ángeles, CA 90012 o por correo electrónico con el asunto "Link US Project" a: linkunionstation@metro.net. Los comentarios también se pueden proporcionar oralmente o por escrito en la jornada de puertas abiertas virtual, y una reunión pública virtual de alcance descrita anteriormente.

¿CUÁNDO Y DÓNDE SE REALIZA LA REUNIÓN DE ALCANCE?
Jueves, 8 de octubre de 2020
6:00 PM - 8:00 PM; Breve presentación a las 6:00 PM; Comentarios orales públicos a las 6:30 PM
Ubicación de la jornada virtual de puertas abiertas y reunión pública virtual de alcance: https://www.metro.net/projects/link-us/Todas las reuniones de Metro son accesibles para personas con discapacidades. Se proporciona traducciónes en español, chino y japonés. Requisitos de ADA y Título VI: El público dispone de adaptaciones especiales para las reuniones patrocinadas por Metro. Todas las solicitudes de adaptaciones razonables y traducción deben realizarse al menos tres días hábiles (72 horas) antes de la fecha de la reunión programada; llame a la línea de información del proyecto al 213-922-2524 o al Servicio de retransmisión de California al 711.chino y japonés. Requisitos de ADA y Título VI: El público dispone de adaptaciones especiales para las reuniones patrocinadas por Metro.
Todas las solicitudes de adaptaciones razonables y traducción deben realizarse al menos tres días hábiles (72 horas) antes de la fecha de la reunión programada; llame a la línea de información del proyecto al 213-922-2524 o al Servicio de retransmisión de California al 711.

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OPINION

LETTERS TO THE EDITOR

Garcetti's homeless policy reflects broader failures

By Joseph Laughon

This has been a difficult summer for Angelenos. The ongoing COVID-19 pandemic continues to threaten public health, unemployment in Los Angeles county has topped 20% multiple times, and now oppressive heat is shattering records in Southern California. Through all of this, however, many of the city's most vulnerable residents are continuing to struggle without any sign of relief, due in large part to a complete failure to act from Los Angeles Mayor Eric Garcetti.

Perhaps nowhere has this been more evident than in Mayor Garcetti's handling of the city's homelessness crisis. According to the 2020 Greater Los Angeles Homeless Count conducted earlier this year, Los Angeles County saw a staggering 12.7% increase in homelessness just in the past year, leaving 11,000 more people without homes than one year ago. Notably, the count was conducted in January, long before COVID-19 first struck the city and shut down local businesses. The situation has gotten so out of hand that Mayor Garcetti's top adviser on addressing homelessness resigned in August.

Earlier this summer, Mayor Garcetti joined Gov. Gavin Newsom in implementing Project Roomkey, which laid out an ambitious plan to provide rooms for 15,000 homeless individuals in Los Angeles County. The aim was to simultaneously help protect the city's homeless population from being devastated by the pandemic, while also aiding the struggling hospitality industry.

The results? Three months into the program, Project Roomkey had only secured about 3,600 rooms in Los Angeles, barely even a quarter of the program's goals. The city's implementation of Project Roomkey has also faced renewed criticism in recent weeks, as advocates sent a letter to the Los Angeles Homeless Services Authority claiming that disabled Angelenos have been explicitly prevented from taking part in the program. Things are not improving for those struggling with homelessness in Los Angeles; they are getting worse.

Unfortunately, Mayor Garcetti has ignored this troubling reality. In a tone-deaf interview on NBC's "Nightly News with Lester Holt," Garcetti claimed he had "not a lot of regrets" over his handling of the pandemic, even going so far as to add, "I think we've probably done the best job of a vulnerable city protecting our people." Whatever positive spin Mayor Garcetti tries to put on the situation simply ignores the harsh realities of life for homeless Angelenos.

In a sense, his abject failure to successfully implement Project Roomkey serves as a microcosm both of his handling of homelessness in Los Angeles and of his tenure as mayor more broadly. It's no wonder there is a petition to recall Mayor Garcetti.

Take Mayor Garcetti's "A Bridge Home" program, for example. Designed to offer a temporary housing solution for the city's homeless residents in order to provide a platform from which they can regain their footing and successfully transition to more permanent options, "A Bridge Home" has instead proven to be not much of a bridge at all. Rather, few have been able to secure permanent housing due to a lack of affordable options.

This is a sensitive time for the city of Los Angeles. The looming threat of the global pandemic presents a very real and serious danger for the city's homeless population, but Mayor Garcetti has done little to solve either crisis. Instead, the city's most vulnerable communities are struggling with little indication that things will get better soon. If there is anything that has been made clear by the ongoing COVID-19 epidemic and the city's growing homelessness crisis, it is that Los Angeles both needs and deserves better leadership than Mayor Garcetti is willing or able to offer.

Joseph Laughon is a former journalist and political commentator.

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NOTICE OF AVAILABILITY OF REVISED NOTICE OF INTENT TO PREPARE AN ENVIRONMENTAL IMPACT STATEMENT AND VIRTUAL PUBLIC SCOPING MEETING

WHAT IS BEING PROPOSED?

Union Station Project (Link US Project or proposed action) is proposed to meet the multi-modal transportation demands at LAUS by

- Increasing the regional and intercity rail service capacity of LAUS
- Improving schedule reliability at LAUS through the implementation of a run-through tracks configuration and elimination of the current stub-end tracks configuration
- Accommodating the planned High-Speed Rail (HSR) system in Southern California,
- Increasing the passenger/pedestrian capacity
- Enhancing the safety of LAUS through the implementation of a new passenger concourse

The need for the proposed action stems from the increase in regional population and employment; implementation of federal, state, and regional transportation plans that provide for increased operational frequency for regional and intercity trains and introduction of the planned HSR system in Southern California. Localized operational, safety, and accessibility upgrades in and around LAUS will be required to meet existing demand and future growth.

The California High-Speed Rail Authority (CHSRA) is the lead federal agency for complying with the National Environmental Policy Act (NEPA) and other federal environmental laws for the Link US Project. Los Angeles County Metropolitan Transportation Authority (Metro) is a joint lead agency under NEPA and the local project sponsor for the Link US Project. Metro and CHSRA have identified a need for off-site infrastructure in the vicinity of BNSF's Mabber Yard in the City of Vernon as a component of the Link US Project. The proposed rail infrastructure is located primarily on 49th Street and 49th Street, south of Vernon Avenue, in the northwestern portion of the City of Vernon. The Federal Railroad Administration (FRA), on behalf of CHSRA, is issuing a Revised Notice of Intent (NOI) to solicit additional public and agency input on the development of the scope of the EIS for the Link US Project with respect to the proposed off-site infrastructure. Public input received during outreach activities conducted by CHSRA, Metro, and its representatives will be considered in the preparation of the EIS.

As described in the 2016 NOI, the Link US Project EIS will include an evaluation of one or more Build Alternatives, as well as a No Action Alternative. The EIS will describe site-specific environmental effects and will identify measures to avoid, minimize, or mitigate potential adverse environmental effects. Information and documents regarding this environmental review process will be made available through Metro's Internet site: https://www.metro.net/projects/link-us/.

WHEN IS THE PUBLIC REVIEW AND COMMENT PERIOD?

The 30-day Revised NOI public comment period will begin on September 18, 2020, and end on October 19, 2020. Written comments on the scope of the Link US project EIS should be provided to the Authority or Metro by 5:00 PM on October 19, 2020. A virtual Open House will be made available, and a virtual Public Scoping Meeting is scheduled for October 8, 2020, from 6:00 PM. to 8:00 PM. For meeting information including a web link and call-in number, please visit https://www.metro.net/projects/link-us/. Further information may be obtained by calling the project hotline at 213-922-2524. Spanish, Chinese and Japanese translations will be provided. Please submit translation requests 72 hours in advance of the scheduled meeting date; call the project information line at 213-922-2524 or California Relay Service at 711.

HOW CAN YOU COMMENT?

Questions or written comments on the scope of the Link US project EIS should be sent to: Mark A. McLaughlin, Director, Environmental Services Branch, California High-Speed Rail Authority, 770 L Street, Suite 620, Sacramento, CA 95814 or via e-mail with the subject line "Link US Project" to: MarkMcLaughlin@hsr.ca.gov or to Vincent Chio, Metro, Director of Program Management, Regional Rail (Los Angeles County Metropolitan Transportation Authority, One Gateway Plaza Mail Stop 99-17-2), Los Angeles, CA 90012 or via e-mail with the subject line "Link US Project" to: linkunionstation@metro.net. Comments may also be provided orally or in writing at the virtual Open House, and virtual Public Scoping Meeting described above.

WHEN AND WHERE IS THE SCOPING MEETING TAKING PLACE?

Thursday, October 8, 2020
6:00 PM – 8:00 PM, Brief Presentation at 6:00 PM, Public Oral Comments at 6:30 PM
Virtual Open House and Virtual Public Scoping Meeting Location: https://www.metro.net/projects/link-us/

All Metro meetings are accessible to persons with disabilities. Spanish, Chinese and Japanese translations provided.

ADA and Title VI Requirements: Special accommodations are available to the public for Metro-sponsored meetings. All requests for reasonable accommodations and translation must be made at least three working days (72 hours) in advance of the scheduled meeting date; please call the project information line at 213-922-2524 or California Relay Service at 711.

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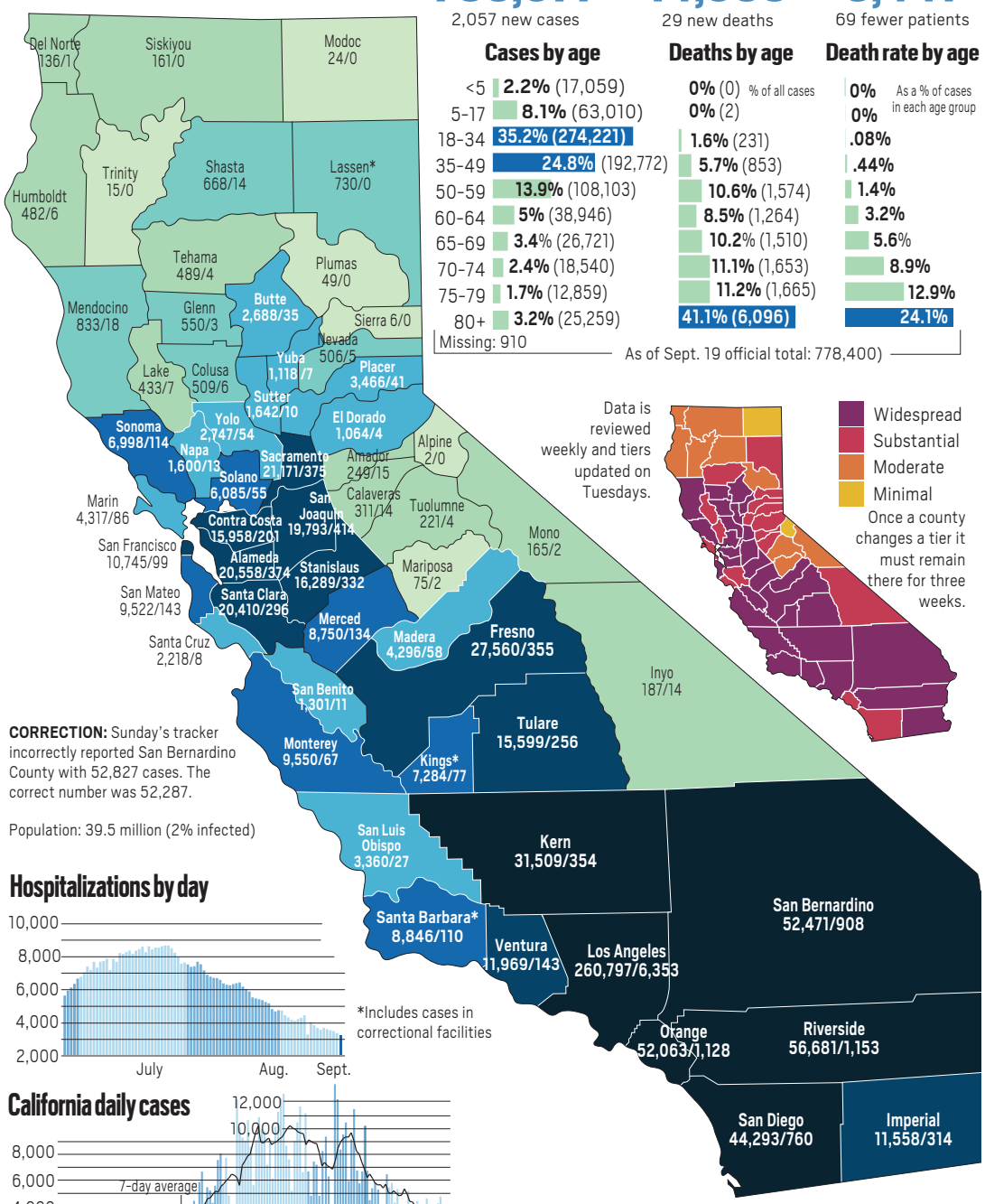
Coronavirus daily tracker

By JEFF GOERTZEN and KURT SNIBBE | *Southern California News Group* jgoertzen@scng.com

Total cases

County cases / deaths

Cumulative cases: 1, 100, 500, 1K, 5K, 10K, 30K>



CORRECTION: Sunday's tracker incorrectly reported San Bernardino County with 52,827 cases. The correct number was 52,287.

Population: 39.5 million (2% infected)

CASES	DEATHS	HOSPITALIZED
783,077	14,985	3,441
2,057 new cases	29 new deaths	69 fewer patients

Cases by age		Deaths by age		Death rate by age	
<5	2.2% (17,059)	0% (0)	% of all cases	0%	As a % of cases in each age group
5-17	8.1% (63,010)	0% (2)		0%	
18-34	35.2% (274,221)	1.6% (231)		.08%	
35-49	24.8% (192,772)	5.7% (853)		.44%	
50-59	13.9% (108,103)	10.6% (1,574)		1.4%	
60-64	5% (38,946)	8.5% (1,264)		3.2%	
65-69	3.4% (26,721)	10.2% (1,510)		5.6%	
70-74	2.4% (18,540)	11.1% (1,653)		8.9%	
75-79	1.7% (12,859)	11.2% (1,665)		12.9%	
80+	3.2% (25,259)	41.1% (6,096)		24.1%	

Missing: 910 — As of Sept. 19 official total: 778,400)

Data is reviewed weekly and tiers updated on Tuesdays.

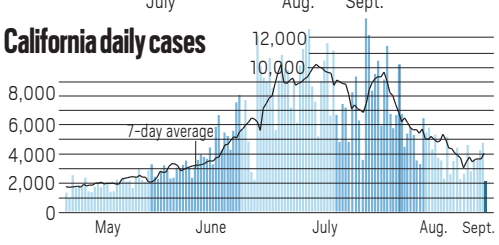
Widespread
Substantial
Moderate
Minimal

Once a county changes a tier it must remain there for three weeks.

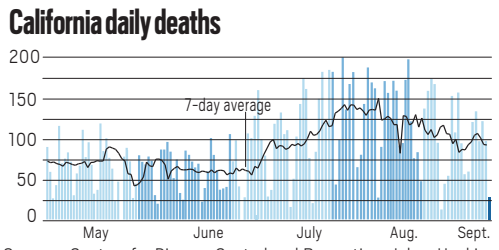
*Includes cases in correctional facilities

Hospitalizations by day

California daily cases



California daily deaths

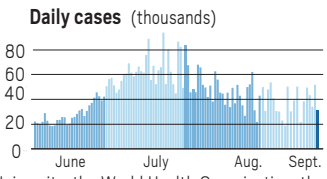


U.S. cases

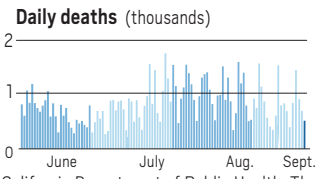
Population: 328.2 million (2% infected)

CASES	DEATHS	RECOVERIES	DEATHS/all causes
6,784,688	199,418	2,557,446	1,976,942
33,569 new cases	499new deaths	45,207 new recoveries	Year to date

Daily cases (thousands)



Daily deaths (thousands)

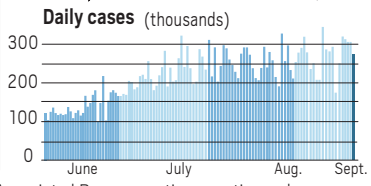


World cases

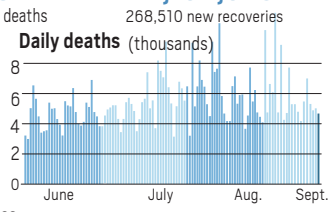
Population: 7.8 billion (0.39% infected)

CASES	DEATHS	RECOVERIES
30,867,731	958,314	21,102,078
265,450 new cases	4,723 new deaths	268,510 new recoveries

Daily cases (thousands)



Daily deaths (thousands)



Sources: Centers for Disease Control and Prevention, Johns Hopkins University, the World Health Organization, the California Department of Public Health, The Associated Press, reporting counties and news sources

California

County	Total cases	Total deaths	New cases	New deaths	Patients: All COVID	Patients: In ICU	Patients: New	Avail. ICUs	New cases/ 100K
Alameda	20,558	374	64	0	143	42	5	112	4
Alpine	2	0	0	0		0	0		0
Amador	249	15	0	0	0	0	0	4	0
Butte	2,688	35	0	0	17	4	2	17	0
Calaveras	311	14	0	0	0	0	-1	7	0
Colusa	509	6	0	0	5	0	2	0	0
Contra Costa	15,958	201	123	2	76	23	2	49	11
Del Norte	136	1	0	0	0	0	0	2	0
El Dorado	1,064	4	0	0	0	0	0	6	0
Fresno	27,560	355	0	0	115	32	1	30	0
Glenn	550	3	0	0	0	0	0	0	0
Humboldt	482	6	0	0	4	1	0	1	0
Imperial	11,558	314	0	0	18	8	-1	7	0
Inyo	187	14	0	0	0	0	0	4	0
Kern	31,509	354	130	0	76	21	6	69	14
Kings	7,284	77	16	0	20	4	-4	11	10
Lake	433	7	0	0	2	0	1	4	0
Lassen	730	0	0	0	0	0	0	0	0
Los Angeles	260,797	6,353	991	23	1,077	255	-51	967	10
Madera	4,296	58	0	0	25	3	0	8	0
Marin	4,317	86	0	0	12	t2	1	9	0
Mariposa	75	2	0	0	0	0	0	0	0
Mendocino	833	18	0	1	5	1	0	8	0
Merced	8,750	134	0	0	9	6	-2	9	0
Modoc	24	0	1	0	0	0	0	0	11
Mono	165	2	1	0	0	0	0	2	7
Monterey	9,550	67	83	0	34	9	-1	30	19
Napa	1,600	13	0	0	4	2	-1	26	0
Nevada	506	6	0	0	3	0	0	2	0
Orange	52,063	1,128	190	1	246	72	-6	246	6
Placer	3,466	41	38	0	54	12	0	31	10
Plumas	49	0	0	0	0	0	0	0	0
Riverside	56,681	1,153	0	0	192	54	-7	105	0
Sacramento	21,171	375	0	0	148	49	-3	95	0
San Benito	1,301	11	11	0	3	1	0	1	18
S. Bernardino	52,471	908	184	0	221	56	5	169	8
San Diego	44,293	760	0	0	253	82	4	314	0
San Francisco	10,745	99	49	2	67	20	-9	61	6
San Joaquin	19,793	414	0	0	67	24	3	39	0
San Luis Obispo	3,360	27	0	0	12	4	0	19	0
San Mateo	9,522	143	0	0	45	13	-3	32	0
Santa Barbara	8,846	110	0	0	26	4	-2	64	0
Santa Clara	20,410	296	158	0	131	39	-2	102	8
Santa Cruz	2,218	8	0	0	17	2	0	9	0
Shasta	668	14	0	0	3	0	-1	11	0
Sierra	6	0	0	0		0	0		0
Siskiyou	161	0	0	0	1	0	0	9	0
Solano	6,085	55	0	0	37	6	0	7	0
Sonoma	6,998	114	11	0	28	6	1	6	2
Stanislaus	16,289	332	0	0	112	34	-8	29	0
Sutter	1,642	10	0	0	0	0	0	0	0
Tehama	489	4	0	0	2	0	1	4	0
Trinity	15	0	0	0	0	0	0	0	0
Tulare	15,599	256	0	0	44	4	0	26	0
Tuolumne	221	4	0	0	1	0	0	2	0
Ventura	11,969	143	0	0	59	22	-2	54	0
Yolo	2,747	54	7	0	5	2	1	4	3
Yuba	1,118	7	0	0	22	6	0	6	0
Total	783,077	14,985	2,057	29	3,441	0	-69	2,829	

As of Sept. 19

NOTE: Negative numbers of cases or deaths reflect county's or state's readjustment of cases or deaths. Los Angeles County uses a different methodology for calculating new cases and new deaths. Officials do not always subtract the previous day's cases and deaths from the current day's cases and deaths.

U.S. As of Sept. 19

State	Total cases	Total deaths	New cases	New deaths	Cases/ 100K
Ala.	144,164	2,437	1,301	9	2,940
Alaska	6,729	45	85	0	920
Ariz.	212,942	5,451	0	0	2,926
Ark.	75,160	1,181	1,078	8	2,491
Calif.	783,313	15,018	3,822	125	1,982
Colo.	64,336	2,013	606	4	1,117
Conn.	55,527	4,492	0	0	1,557
Del.	19,449	621	83	1	1,997
D.C.	14,902	619	50	0	2,112
Fla.	681,233	13,287	3,573	62	3,172
Ga.	305,021	6,599	2,167	63	2,873
Hawaii	11,326	120	109	0	800
Idaho	37,247	441	288	3	2,084
Ill.	275,041	8,672	2,524	25	2,170
Ind.	110,759	3,503	1,076	8	1,645
Iowa	79,804	1,265	965	1	2,529
Kan.	52,486	594	361	0	1,802
Ky.	61,106	1,108	978	7	1,368
La.	160,283	5,342	0	0	3,448
Maine	5,034	139	32	1	374
Md.	119,744	3,876	682	7	1,981
Mass.	127,181	9,295	599	26	1,845
Mich	128,087	6,969	587	15	1,283
Minn.	88,721	2,015	914	13	1,573
Miss.	93,087	2,809	655	17	3,128
Mo.	112,864	1,825	1,474	15	1,839
Mont.	10,163	156	292	10	951
Neb.	40,797	442	410	0	2,109
Nev.	75,419	1,528	323	4	2,449
N.H.	7,920	438	59	0	582
N.J.	199,309	16,064	461	3	2,244
N.M.	27,512	847	162	6	1,312
N.Y.	449,038	33,081	986	-4	2,308
N.C.	192,247	3,235	1,274	28	1,833
N.D.	17,607	192	377	8	2,310
Ohio	143,547	4,612	951	4	1,228
Okla.	75,804	943	1,237	4	1,916
Ore.	30,342	521	0	0	719
Pa.	154,236	7,940	714	19	1,205
R.I.	23,620	1,088	0	0	2,230
S.C.	137,240	3,188	922	11	2,666
S.D.	18,444	200	369	5	2,085
Tenn.	181,439	2,216	942	20	2,657
Texas	707,940	15,051	3,377	100	2,442
Utah	62,852	440	1,077	3	1,960
Vt.	1,710	58	4	0	274
Va.	139,546	2,988	941	41	1,635
Wash.	82,199	2,037	597	0	1,079
W.V.	13,889	311	204	11	775
Wis.	97,279	1,238	0	0	1,671
Wyo.	4,781	49	34	0	826

World

	Cases	Deaths	New cases	New deaths
U.S.	6,784,688	199,418	33,569	449
India	5,400,619	86,752	92,605	1,133
Brazil	4,528,240	136,532	33,057	739
Russia	1,098,958	19,349	6,043	79
Peru	762,865	31,369	6,453	86
Colombia	758,398	24,039	7,927	374
Mexico	694,121	73,258	5,167	455
S. Africa	694,121	73,258	36,494	57,401
Argentina	622,934	12,909	9,276	204
U.K.	396,744	41,866	3,902	18
China	90,357	4,737	33	0

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WHEN IS THE PUBLIC REVIEW AND COMMENT PERIOD?

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x3 中文 (Chinese) x6 日本語 (Japanese)
x4 한국어 (Korean) x7 русский (Russian)
x8 Հայերէն (Armenian)

CDC says virus spreads mainly via air

In unannounced shift, agency says inhaled aerosols are the main source of contagion.

By Richard Read

SEATTLE — The coronavirus spreads most commonly in the air, via droplets or other tiny respiratory particles that apparently can remain suspended and inhaled, the Centers for Disease Control and Prevention says in new guidance.

The smaller particles, known as aerosols, are produced when an infected person coughs, sneezes, sings, talks or breathes and can be inhaled into someone's nose, mouth, airways or lungs, according to the CDC, which says that, in general, indoor settings without good ventilation increase the risk of contagion.

"This is thought to be the main way the virus spreads," the CDC has posted on its website. "There is growing evidence that droplets and airborne particles can remain suspended in the air and be breathed in by others and travel distances beyond six feet (for example, during choir practice, in restaurants or in fitness classes)."

Experts on aerosols and the coronavirus said the change constitutes a profound shift in understanding of how the virus that has claimed almost 200,000 lives in the U.S. spreads. However, the updated two-page explanation provided little new guidance on how to protect against airborne transmission.

Previously, the federal health agency had said the coronavirus spreads mainly between people within about six feet of one another and through direct propulsion of exhaled droplets that land in the noses and mouths of individuals nearby. The CDC also said — and still says — that people may become infected by touching something that has the virus on it and then touching their mouth, nose or eyes, but that touch is not the main way it spreads.

Richard Read Los Angeles Times

RESEARCHER Tehya Stockman plays clarinet in a lab at the University of Colorado Boulder to measure output of aerosols, thought to spread the coronavirus.

Researchers studying transmission of the deadly virus noticed the new guidance Sunday on the CDC's website, labeled as an update from Friday. As with some other updates, the CDC made the fundamental changes to its guidance without issuing an announcement.

The CDC did not respond Sunday to requests to discuss the update.

In the guidance, the CDC website says that in addition to wearing masks, washing hands and staying "at least six feet away" from others, people should stay home and isolate themselves when sick and "use air purifiers to help reduce airborne germs in indoor spaces." Previously, the advice was to maintain "good social distance" of "about six feet."

The CDC and the World Health Organization have long resisted the notion that the coronavirus spreads farther than about six feet through the air, with the WHO initially maintaining that airborne transmission occurred only during certain medical procedures. But in July, under growing pressure from researchers, WHO acknowledged that the virus could linger in the air indoors and potentially infect people even when they practice social distancing.

Aerosol scientists have found mounting evidence — including "super-spreading" events such as choir practices in which multiple people were infected — that the virus can spread through microscopic respiratory particles. This week, the scientific journal Indoor Air accepted a paper for publication that found that many of the 53 choir singers who became sick after attending a March 10 practice in Mount Vernon, Wash., likely caught COVID-19 through airborne transmission.

Jose-Luis Jimenez, a University of Colorado Boulder aerosol scientist and one of the authors of that report, said Sunday that the CDC's updated guidance represented a major shift. Until now, he said, agency scientists have said the virus is transmitted through the air when droplets shoot out of a person's mouth or nose in the form of projectiles, directly infecting another person.

"They changed it and didn't tell anybody," he said.

> 'There is growing evidence that droplets and airborne particles can remain suspended in the air and be breathed in by others and travel distances beyond six feet.'
>
> — Centers for Disease Control and Prevention

Donald Milton, a University of Maryland environmental health professor and an expert on aerosols, said Sunday that the CDC has come around to the concept of airborne transmission as evidence has accumulated, and he noted that the agency has made unannounced changes to its guidance in the past.

"They've been paying attention and moving in response to research, so I'm glad to see that they're continuing and that there's nobody getting in the way," he said.

Without notice in May, the CDC altered guidance for reopening houses of worship, deleting a warning posted the previous day that said the act of singing may contribute to coronavirus transmission — a switch reportedly due to pressure from the White House. Friday's updated guidance identified singing as one of the activities that could produce infectious aerosols.

Jimenez and Milton both said it's important to wear masks to reduce the risk of spreading and contracting COVID-19. They said it's crucial to make sure face coverings fit properly, so that aerosols don't escape or enter through gaps in the mask around the nose or mouth.

"Aerosols can travel farther than six feet, but they're more concentrated the closer you get, so standing as far away as possible reduces risk," Milton said. "The reason that bars have been such a big problem is that people get loud when they get alcohol on board and move close together to hear, and you can't drink a beer or a shot with a mask on."

Milton and Shelly Miller, another aerosol researcher at the University of Colorado Boulder, are studying ways that singing and playing wind instruments might be made safer through distancing, ventilation and masking with various types of materials. The research is funded by national choral and instrumental associations whose members have been unable to gather during the pandemic.

Good ventilation reduces risk indoors, as does simply opening windows to let air circulate, the researchers said. Ceiling units that use ultraviolet light to kill the virus are also showing promise, they said.

Milton and Jimenez were among a group of researchers who drafted an open letter to WHO, ultimately signed by 239 researchers from 32 countries, that urged officials to accept the possibility that aerosols play a major role in spreading the virus. WHO revised its guidelines after receiving the letter July 6, saying that airborne transmission had not been definitively demonstrated but recommending that people avoid poorly ventilated, crowded spaces.

The CDC has now taken another significant step to acknowledge the role of aerosols, Jimenez said.

"The entire field of aerosol science is telling them that the understanding of ballistic droplets is outdated, and it's really aerosols that are spreading the virus," he said.

LEGAL NOTICE

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Hiura, Brewers Battle for Playoff Spot Against Reds

Keston Hiura was hitless in his first two at-bats Monday night, as the Milwaukee Brewers were leading the Reds in Cincinnati, 1-0 in the sixth inning.

The first of a three-game set is pivotal for both teams as the playoffs begin next week in this pandemic-shortened season.

Reds outfielder **Shogo Akiyama** was 0-for-3 in the game as *The Rafu* went to press.

Milwaukee was just a half-game out of an NL Wild Card berth, with the Reds and the Philadelphia Phillies holding those spots as play began on Monday.

Keston Hiura

• • •

On Saturday, **Shohei Ohtani** homered for the first time in nearly a month as the Los Angeles Angels edged the Texas Rangers 4-3.

Ohtani, who had not started any of the Angels' previous six games, hit a solo shot off Rangers starter Lance Lynn in the second inning to trim the Rangers' lead to 3-1. The Angels designated hitter also sparked a two-run rally in the fifth with a leadoff single.

Mike Trout hit a tie-breaking RBI single in the eighth off left-handed reliever Brett Martin (0-1), helping the Angels win 11 of their last 16 games and stay 3-1/2 games back of the second-place Houston Astros with just seven games to play.

"I'm swinging hard at every type of pitch and getting good exit velocity. Because that increases my chances of getting hits, I want to produce good swings," Ohtani said.

At Oriole Park at Camden Yards, **Yoshitomo Tsutsugo** homered on a 1-for-3 day as the Tampa Bay Rays defeated the Baltimore Orioles 3-1 for their fourth win in as many games.

Tsutsugo launched his eighth homer of the season, a solo shot off Orioles starter Jorge Lopez (2-1) that tied the game 1-1 in the third inning. Tsutsugo walked and scored the go-ahead run in the fifth inning.

–Rafu wire service reports

Tennis: Osaka Withdraws From French Open With Hamstring Injury

Naomi Osaka, who won her third Grand Slam title at the U.S. Open earlier this month, said Friday she will not participate in the upcoming French Open, citing a hamstring injury.

"Unfortunately I won't be able to play the French Open this year," Osaka said on Twitter.

"My hamstring is still sore so I won't have time to prepare for the clay – these two tournaments came too close to each other for me this time. I wish the organizers and players all the best," she said.

The injury forced the 22-year-old Japanese, ranked No. 3 in the world, to sit out the women's championship final at the Western and Southern Open late last month.

At the U.S. Open, Osaka moved unhindered on the hardcourt in Saturday's final against Victoria Azarenka despite a heavily taped thigh. She played four three-setters en route to the title.

Osaka has met all the eligibility criteria to become an International Tennis Hall of Fame candidate by winning three Grand Slam singles titles and spending at least 13 weeks at No. 1 in the Women's Tennis Association standings.

The French Open, a clay-court Grand Slam event at Roland Garros in Paris, was postponed for about four months because of the coronavirus pandemic and is being held from Sept. 21 to Oct. 11. *–Kyodo News*

SUMO

Takakeisho Bounces Back, in 6-way Tie at Autumn Meet

TOKYO.(Kyodo)–Ozeki Takakeisho recovered from his second loss at the Autumn Grand Sumo Tournament with a victory Monday, Day 9, and stayed among a group of six wrestlers all vying for the title.

After relinquishing his sole lead a day earlier, Takakeisho fended off shoves from No. 5 maegashira Kiribayama (6-3) in the penultimate bout at Tokyo's Ryogoku Kokugikan and spun the rank-and-filer around before chasing him off the raised ring.

In the day's final bout, Asanoyama (6-3) nearly fell victim to another dodging start by No. 4 Tochinoshin (4-5), who had slapped Takakeisho down to his second defeat.

But the ozeki, competing in his second tournament at sumo's second-highest rank, planted himself on the clay and tossed aside the Georgian with an overarm throw to remain in contention for the Emperor's Cup.

Shodai (7-2) survived a scare against sekiwake Daieisho (3-6), who nearly won by push-out before the grapplers were ordered to fight again when it was deemed they both hit the ground out at the same time.

Shodai was again on the receiving end of a strong shoving attack from the new sekiwake, but held his ground at the edge before thrusting Daieisho down.

No. 8 Wakatakakage (7-2) worked his way around the big frame of No. 6 Takayasu (6-3), keeping his head low and nimbly moving aside to get behind the former ozeki and send him out of the ring.

No. 9 Onosho (7-2) saw his drives stopped twice by No. 12 Kotoshoho (6-3) but made it count on his third attempt by shoving him out.

Kyodo News

Terunofuji tossed Hokutofuji for his seventh win of the tournament.

NOTICE OF AVAILABILITY OF REVISED NOTICE OF INTENT TO PREPARE AN ENVIRONMENTAL IMPACT STATEMENT AND VIRTUAL PUBLIC SCOPING MEETING

WHAT IS BEING PROPOSED?

Union Station Project (Link US Project or proposed action) is proposed to meet the multi-modal transportation demands at LAUS by

- increasing the regional and intercity rail service capacity of LAUS
- improving schedule reliability at LAUS through the implementation of a run-through tracks configuration and elimination of the current stub-end tracks configuration
- accommodating the planned High-Speed Rail (HSR) system in Southern California,
- increasing the passenger/pedestrian capacity
- enhancing the safety of LAUS through the implementation of a new passenger concourse

The need for the proposed action stems from the increase in regional population and employment; implementation of federal, state, and regional transportation plans that provide for increased operational frequency for regional and intercity trains and introduction of the planned HSR system in Southern California. Localized operational, safety, and accessibility upgrades in and around LAUS will be required to meet existing demand and future growth.

The California High-Speed Rail Authority (CHSRA) is the lead federal agency for complying with the National Environmental Policy Act (NEPA) and other federal environmental laws for the Link US Project. Los Angeles County Metropolitan Transportation Authority (Metro) is a joint-lead agency under NEPA and the local project sponsor for the Link US Project. Metro and CHSRA have identified a need for off-site infrastructure in the vicinity of BNSF's Malabar Yard in the City of Vernon as a component of the Link US Project. The proposed rail infrastructure is located primarily on 46th Street and 49th Street, south of Vernon Avenue, in the northwestern portion of the City of Vernon. The Federal Railroad Administration (FRA), on behalf of CHSRA, is issuing a Revised Notice of Intent (NOI) to solicit additional public and agency input on the development of the scope of the EIS for the Link US Project with respect to the proposed off-site infrastructure. Public input received during outreach activities conducted by CHSRA, Metro, and its representatives will be considered in the preparation of the EIS.

As described in the 2016 NOI, the Link US Project EIS will include an evaluation of one or more Build Alternatives, as well as a No Action Alternative. The EIS will describe site-specific environmental effects and will identify measures to avoid, minimize, or mitigate potential adverse environmental effects. Information and documents regarding this environmental review process will be made available through Metro's Internet site: https://www.metro.net/projects/link-us/.

WHEN IS THE PUBLIC REVIEW AND COMMENT PERIOD?

The 30-day Revised NOI public comment period will begin on September 18, 2020, and end on October 19, 2020. Written comments on the scope of the Link US project EIS should be provided to the Authority or Metro by 5:00 PM on October 19, 2020. A virtual Open House will be made available, and a virtual Public Scoping Meeting is scheduled for October 8, 2020, from 6:00 PM. to 8:00 PM. For meeting information including a web link and call-in number, please visit https://www.metro.net/projects/link-us/. Further information may be obtained by calling the project hotline at 213-922-2524. Spanish, Chinese and Japanese translations will be provided. Please submit translation requests 72 hours in advance of the scheduled meeting date; call the project information line at 213-922-2524 or California Relay Service at 711.

HOW CAN YOU COMMENT?

Questions or written comments on the scope of the Link US project EIS should be sent to Mark A. McLoughlin, Director, Environmental Services Branch, (California High-Speed Rail Authority, 770 L Street, Suite 620, Sacramento, CA 95814 or via e-mail with the subject line "Link US Project" to Mark.McLoughlin@hsr.ca.gov) or to Vincent Chio, Metro, Director of Program Management, Regional Rail (Los Angeles County Metropolitan Transportation Authority, One Gateway Plaza (Mail Stop 99-17-2), Los Angeles, CA 90012 or via e-mail with the subject line "Link US Project" to: linkunionstation@metro.net. Comments may also be provided orally or in writing at the virtual Open House, and virtual Public Scoping Meeting described above.

WHEN AND WHERE IS THE SCOPING MEETING TAKING PLACE?

Thursday, October 8, 2020
6:00 PM – 8:00 PM; Brief Presentation at 6:00 PM; Public Oral Comments at 6:30 PM
Virtual Open House and Virtual Public Scoping Meeting Location: https://www.metro.net/projects/link-us/

All Metro meetings are accessible to persons with disabilities. Spanish, Chinese and Japanese translations provided.

ADA and Title VI Requirements: Special accommodations are available to the public for Metro-sponsored meetings. All requests for reasonable accommodations and translation must be made at least three working days (72 hours) in advance of the scheduled meeting date; please call the project information line at 213-922-2524 or California Relay Service at 711.

323.466.3876

x2 *Español (Spanish)* **x5** Tiếng Việt *(Vietnamese)*
x3 中文 *(Chinese)* **x6** 日本語 *(Japanese)*
x4 한국어 *(Korean)* **x7** русский *(Russian)*
x8 Հայերէն *(Armenian)*

Ginsburg

Continued from page 1

president is installed.' We will honor that wish. Justice Ginsburg used every ounce of life she was bestowed to urge our nation down a path toward equal justice."

Rep. Judy Chu (D-Pasadena), chair, Congressional Asian Pacific American Caucus: "I'm heartbroken at the loss of Ruth Bader Ginsburg. What she did for all Americans, and particularly women, can never be overstated. She was a giant who will be missed more than words can say. Her legacy will be felt for generations. May her memory be a blessing."

Rep. Ted Lieu (D-Torrance): "Ruth Bader Ginsburg represented the best of America. With patriotism and passion, she never shied away from taking on the challenge of making our country a more just and equal place. As a civil rights icon, Ruth Bader Ginsburg carved out a new path for women in our country — demonstrating that everyone is entitled to justice and opportunity under the law. She was a legal pioneer that our country needed and she will be desperately missed.

"This is a devastating loss for our country but her memory, and her legacy, are a blessing."

Rep. Mark Takano (D-Riverside): "Justice Ruth Bader Ginsburg was an icon.

"A trailblazer.

"A champion.

"An American hero.

"It's our duty to carry on her legacy and continue the relentless pursuit of justice that she so fearlessly dedicated her life to. My thoughts are with her family during this difficult time."

Rep. Doris Matsui (D-Sacramento): "America has lost a titan of justice and a champion for the voiceless. Justice Ruth Bader Ginsburg was a tireless warrior for equality and a north star for those seeking a more just democracy. Justice Ginsburg was not only a brilliant jurist and legal mind, but an unparalleled role model for women and girls across our nation.

"While we mourn this tremendous loss, we must stand ready to pursue the path Justice Ginsburg showed us – holding ourselves accountable and making sure no one is above the law. My prayers are with her family and loved ones. I stand ready to fight to ensure her legacy lives on."

California State Treasurer Fiona Ma: "Notorious RBG: 'I would like to be remembered as someone who used whatever talent she had to do her work to the very best of her ability.' RIP."

California State Controller Betty Yee: "No! A profound loss for our nation. Rest in power, RBG."

Hawaii Gov. David Ige: "Supreme Court Justice Ruth Bader Ginsburg was a giant in advocating for justice and equity. Justice Ginsburg visited Hawai'i several times, and it was clear that her values were closely aligned with those of our community. Dawn and I celebrate her work and life and mourn her loss.

"As a mark of respect for the late Supreme Court Justice Ruth Bader Ginsburg, I have ordered that the flags of the United States and State of Hawai'i shall be flown at half-staff at all state offices and agencies, as well as the Hawai'i National Guard, immediately until the date of Ginsburg's interment."

National Archives and Records Administration

President Bill Clinton looks on as Ruth Bader Ginsburg speaks after the announcement of her nomination to the Supreme Court in June 1993.

Former Rep. Colleen Hanabusa (D-Hawaii): "It was an honor to be a panelist at the UH law school, discussing RBG. I began with what she said on the CNN special: 'I ask for no favor of my sex ... All I ask of our brethren is that they take their feet off our necks.' She brought an end to legal discrimination by the cases she argued in the U.S. Supreme Court. There is no one like her."

Assemblymember Al Muratsuchi (D-Torrance): "Mourning the loss of one of my heroes, Justice Ruth Bader Ginsburg. As a lawyer, I could relate to the stories of her working countless long hours crafting and honing her legal briefs to fight for women's rights. She was a warrior, dedicating her life's work to the law as a sword in the fight for social justice.

"And when I watched the great documentary 'RBG' with my then 10-year-old daughter, and she said she wanted to grow up to be a civil rights lawyer, I was a proud daddy.

"Rest in peace, Justice Ginsburg. Thank you for changing the world for the better."

Assemblymember David Chiu (D-San Francisco), chair, API Legislative Caucus: "Years ago, I worked on Justice Ginsburg's confirmation hearing, and realized how special she would be. Her contributions to our country are immeasurable. We are immensely diminished. Rest in peace, Justice Ginsburg."

George Takei, actor and activist: "Justice Ruth Bader Ginsburg, my heart is broken. We did not deserve you."

Japanese American Citizens League: "The loss of Justice Ruth Bader Ginsburg is immeasurable. Her life was one of perseverance, meaningful dissent, and the embodiment of the idea that the arc of the moral universe is long, but bends toward justice.

"As the target of intense gender discrimination from the start of her career, she devoted herself to eliminating the very barriers she had faced through the power of the courts. As a litigator, she not only broke down the laws that separated men and women but also broke down the stereotyped roles opening up the potential for both men and women to be and become whatever they desired, not what society forced upon them.

"Justice Ginsburg was appointed to the Supreme Court in 1993, and within just a few years wrote the majority decision striking down the male-only admissions policy of the Virginia Military Institute. Over the course of her 27 years on the court, she would author numerous majority decisions and minority dissents that would give voice to many who thought they had no voice in our judicial system and also in defiance to the action or inaction of the other co-equal branches of government.

"Though we have progressed from the days when a recently graduated female law student was unable to find a job practicing law, there remains much to be done to truly achieve the sex and gender equality that Justice Ginsburg championed through her career and lived out in her own life. We can honor her legacy by ensuring that her successor in the court is just as committed to promoting continued progress towards equality and justice for all.

"We send our condolences to Justice Ginsburg's family and all Americans feeling the pain of her loss."

Asian Americans Advancing Justice-Los Angeles: "We mourn the loss of Justice Ruth Bader Ginsburg. The world lost a fierce hero who fought passionately for women's rights throughout her education and her career.

"We send our deepest condolences to her family and loved ones. We vow to continue to fight for justice and to carry on Justice Ginsburg's legacy of bravery and resilience. She will continue to live in our hearts and in every step forward we take towards a better future."

National Asian Pacific American Bar Association: "Justice Ginsburg was a brilliant legal mind and a steadfast champion for equal rights throughout her career," said Bonnie Lee Wolf, president of NAPABA. "The second woman to serve on the court, Justice Ginsburg paved the way for the women of our generation. Despite graduating first in her class at Columbia Law School, she struggled to find employment. Her confirmation and tenure on the Supreme Court serve as an enduring inspiration and a reminder of the challenges that women face in society and the workplace.

"I am eternally grateful for her service to our nation. She fought to the very end, and we will honor her memory in doing the same — in our tireless pursuit for justice, equity, and opportunity for all."

Evan Oshima

Continued from page 1

This year, it seems that the hormones associated with adolescence have made controlling Evan's diabetes that much more challenging. At times, it's as though insulin runs through him like water, ineffective against his stubborn high glucose levels.

Sadly, the short- and long-term effects of mismanaging T1D are devastating. If Evan's blood sugar is too low, he can lapse into a hypoglycemic coma. If it is too high, he can suffer from ketoacidosis, which requires hospitalization. Both complications are dangerous and can result in death.

If Evan doesn't manage his condition over time, the long-term complications can also include blindness, neuropathy, strokes, and heart and kidney disease. The consequences can be overwhelming.

Thankfully, JDRF (Juvenile Diabetes Research Foundation) is working hard to fund research to find better treatments, technologies, and a cure for Type 1 diabetes. On Nov. 1, our family will participate in the JDRF One Walk to help support this cause. This year, due to COVID-19, the walk will be a virtual celebration in lieu of an in-person walk.

While we admit it feels a bit uncomfortable asking for support for T1D when 2020 has been such a rough year, we value the importance of JDRF's fundraising efforts because we believe that those suffering from T1D need and deserve a little hope — hope that one day there will be a cure and that they can lead the "normal" lives that many of us have taken for granted (pandemic or not).

For those who are able to make a contribution to help JDRF fund life-changing Type 1 diabetes research, we thank you for your support and the difference you are making in the T1D community. Our dear family friend Kristi Savacool is offering to generously donate $5,000 to JDRF when Evan's Evangers raises $15,000, so your contribution can make an even bigger impact in the lives of those living with T1D.

Our hearts go out to those of you who may not be in a position to donate towards this cause during this uncertain time. Please know that we are thankful to have you in our lives and that your love and concern for Evan makes a huge difference to us everyday.

Regardless of your situation, we invite all of you to join Evan's team, "Evan's Evangers," for this virtual celebration to help create a world without T1D. Go to: http://bit.ly/EvansEvangersJDRF

While we don't know when a cure will be found, we hold on to the hope that one day Evan will be able to say that he used to have diabetes. Thank you.

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Appendix E:
Social Media Notifications

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Regional Rail
September 18 at 1:10 PM ·

On September 18, 2020, a Revised Notice of Intent (NOI) for the preparation of an Environmental Impact Statement (EIS) for the Link Union Station (Link US) Project was published in the Federal Register.

The Revised NOI entails a 30-day public comment period (September 18, 2020 and ends on October 19, 2020). A virtual open house accessible at https://www.linkunionstation.com/ is available throughout the 30-day public comment period to allow the public to learn more about the L... See More

LINKUNIONSTATION.COM

Metro | Link Union Station (Link US)

The objective of the East San Gabriel Valley Active Transportation Plan (plan) is to develop a plan to promote walking, biking, and transit use among the 21 unincorporated communities in the East San

2

Like Comment Share

Regional Rail
September 30 ·

Have you checked out the Link Union Station virtual open house? Accessible at https://www.linkunionstation.com/

Comments can be submitted to the CHSRA or Metro during the 30-day public comment period in support of the National Environmental Policy Act (NEPA) environmental review process via one of the following ways:... See More

LINKUNIONSTATION.COM

Metro | Link Union Station (Link US)

The objective of the East San Gabriel Valley Active Transportation Plan (plan) is to develop a plan to promote walking, biking, and transit use among the 21 unincorporated communities in the East San

1

Like Comment Share

Regional Rail
October 6 at 4:39 PM ·

Come join the Link Union Station (Link US) Project for the Revised Notice of Intent (NOI) Virtual Public Scoping Meeting on Thursday, October 8, 2020, from 6-8pm!

The meeting will be held during the 30-day public comment period (September 18, 2020 through October 19, 2020) in support of the National Environmental Policy Act (NEPA) environmental review process and will consist of a live presentation (6-6:30pm) followed by an open forum to provide live verbal or digital public... See More

Link Union Station (Link US)
LA Metro Transportation Bus Rail Southern California

Send Message

1

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Regional Rail
October 8 at 9:04 AM ·

Join us today at the Link US Revised Notice of Intent (NOI) Virtual Public Scoping Meeting on Oct. 8th @ 6 p.m. Accessible through our virtual open house: linkunionstation.com

The meeting is being held during the 30-day public comment period (September 18, 2020 through October 19, 2020) in support of the National Environmental Policy Act (NEPA) environmental review process and will consist of a live presentation (6-6:30pm) followed by an open forum to provide live verbal or... See More

Link Union Station (Link US)
LA Metro Transportation Bus Rail Southern California

Send Message

Like Comment Share

Regional Rail

October 12 at 5:08 PM ·

Thank you to everyone who attended our Revised Notice of Intent (NOI) Virtual Public Scoping Meeting. We hope the virtual meeting provided helpful and valuable information about the Link Union Station (Link US) Project.

In support of the National Environmental Policy Act (NEPA) environmental review process, our virtual open house will continue to be accessible at LinkUnionStation.com throughout the 30-day public comment period to allow the public to learn more about the Link...
See More

1

Like Comment Share

Regional Rail
October 16 at 2:06 PM ·

Friendly reminder that the Revised NOI Scoping Comment Period will be ending on Monday, October 19!

Any comments regarding the Link US Project are welcome, we look forward to hearing from you!

How to Submit Comments:
Comments can be submitted to CHSRA or Metro during the 30-day public comment period, ending on Monday, October 19, via the following ways:

• Electronic comment form provided at the comment station in the Virtual Open House accessible via LinkUnionStation.com

• Email at linkunionstation@metro.net or Dan.Mckell@hsr.ca.gov

• Project information line: 213.922.2524

• Written to either of the following:
Dan McKell, NEPA Assignment Manager
California High-Speed Rail Authority
Environmental Services Branch
770 L Street, Suite 620, Sacramento, CA 95814
Email to: Dan.Mckell@hsr.ca.gov

Vincent Chio, Director of Program Management
Los Angeles County Metropolitan Transportation Authority
Regional Rail
One Gateway Plaza (Mail Stop 99-17-2), Los Angeles, CA 90012
Email to: linkunionstation@metro.net

All public comments should be submitted by Monday, October 19, 2020.

In support of the National Environmental Policy Act (NEPA) environmental review process, our virtual open house is also accessible at LinkUnionStation.com throughout the 30-day public comment period to allow the public to learn more about the Link US project.

If you missed the virtual meeting held on October 8, a recording is available at LinkUnionStation.com.

Metro Los Angeles, Union Station Los Angeles, California High-Speed Rail Authority, Metrolink, Amtrak and BNSF Railway

#Transit, #GoMetro, #LosAngeles

1

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Appendix F:
Website Landing Page

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linkunionstation.com

Link Union Station (Link US)

Link US Revised Notice of Intent (NOI) Virtual Public Scoping Meeting

A virtual public scoping meeting was held on Thursday, October 8, 2020 for the Link Union Station (Link US) Project during the 30-day public comment period (September 18, 2020 through October 19, 2020) in support of the NEPA environmental review process. The virtual public scoping meeting discussed Metro's plans to transform LA Union Station into a modern transit and mobility hub, offering an improved passenger experience to meet the region's long-term transportation needs.

At the scoping meeting attendees had the opportunity to:

- Learn about the Link US Project, and the proposed improvements to the BNSF Malabar Yard located in the City of Vernon
- Become informed about the NEPA environmental review process
- Provide comments on the scope of the Draft Environmental Impact Statement (DEIS)

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project 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.

Scoping Meeting in English:	Scoping Meeting in Spanish:	Scoping Meeting in Chinese:	Scoping Meeting in Japanese:
Video	Video	Video	Video
Scoping Meeting PDF Presentation in English:	Scoping Meeting PDF Presentation in Spanish:	Scoping Meeting PDF Presentation in Chinese:	Scoping Meeting PDF Presentation in Japanese:
PDF	PDF	PDF	PDF

Virtual Open House

The virtual open house is available throughout the 30-day public comment period.

Enter Virtual Open House

How to submit comments on the Revised NOI:

Comments can be submitted to CHSRA or Metro during the 30-day public comment period (September 18, 2020 through October 19, 2020) in support of the National Environmental Policy Act (NEPA) environmental review process via one of the following ways:

- Comment form provided at the comment station in the Virtual Meeting Room accessible via LinkUnionStation.com
- Email at linkunionstation@metro.net or Dan.McKell@hsr.ca.gov
- Project information line 213.922.2524

    - Dan McKell, NEPA Assignment Manager
      California High-Speed Rail Authority, Environmental Services Branch
      770 L Street, Suite 620, Sacramento, CA 95814
      Email to: Dan.McKell@hsr.ca.gov

    - Vincent Chio, Director of Program Management
      Los Angeles County Metropolitan Transportation Authority, Regional Rail
      One Gateway Plaza (Mail Stop 99-17-2), Los Angeles, CA 90012
      Email to: linkunionstation@metro.net

All public comments should be submitted by October 19, 2020 at 5pm.

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Appendix G:
Attendee Registration Materials

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First Name	Last Name	Stakeholder Category	Community Organization/ Agency/ Business	Phone #	Email	Address	Zip Code
Randall	McBride	Individual Stakeholder	N/A	[redacted]	[redacted]	[redacted]	91411
Dennis	Roach	Business	A Professional Corporation	[redacted]	[redacted]	[redacted]	90069
Lisa	Maurath	Business	Parsons	[redacted]	[redacted]	[redacted]	91124
Tim	Saenz	Business	RMA Companies	[redacted]	[redacted]	[redacted]	91730
Lijin	Sun	Public Agency	South Coast Air Quality Management District	[redacted]	[redacted]	[redacted]	91765
Derya	Thompson	Business	Gannett Fleming	[redacted]	[redacted]	[redacted]	90017
John	Rhee	Business	PBR SEVILLE LLC	[redacted]	[redacted]	[redacted]	90058
Timmy	Hung Luong	Individual Stakeholder	N/A	[redacted]	[redacted]	[redacted]	96506
Raul	Velazquez	Individual Stakeholder	N/A	[redacted]	[redacted]	[redacted]	91710
Brian	Jacobs	Business	Wood Environment and Infrastructure	[redacted]	[redacted]	[redacted]	92626
Sharon	Greene	Business	InfraStrategies LLC	[redacted]	[redacted]	[redacted]	92651
Richard David	Chong	Individual Stakeholder	N/A	[redacted]	[redacted]	[redacted]	92637

Craig	Justesen	Public Agency	LACMTA	[redacted]	[redacted]	[redacted]	90012
Jose	Escobar	Individual Stakeholder	N/A	N/A	[redacted]	N/A	91016
Matt	Kuzmick	Business	Stacy and Witbeck, Inc.	[redacted]	[redacted]	[redacted]	90807
Margaret	Isied	Public Agency	South Coast Air Quality Management District	[redacted]	[redacted]	[redacted]	91765
Harry	Boxler	Individual Stakeholder	N/A	[redacted]	[redacted]	[redacted]	91024
Debra	Gerod	Business	Gruen Associates	[redacted]	N/A	[redacted]	90048
Corey	Harris	Business	A1 Management & Inspection	[redacted]	[redacted]	N/A	N/A
Pooya	Kadkhoda	Business	A1 Management & Inspection	[redacted]	[redacted]	[redacted]	90034
David	Shiver	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
May	Ogawa	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Lacey	W	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Linda	N/A	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Anne	Rohm	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Elias	Clark	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Brett	Barnett	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A

Ronald	Kim	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Dionisio	Martinez	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Kaz	Kayoda	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Jared	Rimer	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Ryan	Snow	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Suzanna	Sterling	Public Agency	LACMTA	N/A	[redacted]	N/A	N/A
Henning	Eichler	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
David	Huang	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Norb	Gallery	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Denia	Lanza-Campos	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Dave	Schlesinger	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Gregory	Gharib	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Mary	McCormick	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Eugene	Moy	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Darrelle	Field	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A

Brian	Freund	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Angela	Chinn	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
James	Schladen	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Mayen	Alcantara	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Crystal	Wang	Public Agency	HDR	N/A	[redacted]	N/A	N/A
Roula	Terzian	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Jesus	Reyes	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Bob	Ryan	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Patrick	Gibson	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Maria	Rountree	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Robert	Quillin	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Walter	Lewis	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Eric	N/A	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Tom	Savio	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Mercedes	Sierra	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Richard	Carney	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A

Alicia	Witzling	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Calvin	Gidlof	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Steve	Sawyer	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Andrew	Mull	Public Agency	HDR	N/A	[redacted]	N/A	N/A
Scott	McConnell	Public Agency	Metro	N/A	[redacted]	N/A	N/A
Samuel	Lev	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Michael	MacDonald	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Matt	Sauter	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Miguel	Paredes	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Fred	Boehnert	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Stacey	Falcioni	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Robert	Gutierrez	Public Agency	Metro	N/A	[redacted]	N/A	N/A
Melissa	de la Pena	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Shawn	Martinez	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Charles	Ziarko	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Kate	N/A	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A

Wilfredo	Lima	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Joanne	Kumamoto	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Thomas	Smith	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Vanessa	Velasco	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Andrée	Blais	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Chris	Serroels	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
David	Phillips	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Elizabeth	Mazariegos	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Jun	Lee	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Paul	Wilson	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Teresa	Kneedler	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Stefanie	Szoludko	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Richard	Stanger	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Mitali	Gupta	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Roy	Fisher	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Dan	Galvin	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A

David	Quirk	Individual Stakeholder	N/A	N/A		N/A	N/A
Steve	Atwood	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Ernie	Figueroa	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Lambert	Giessinger	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Ilene	Berman	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Robert	Frampton	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Kathleen	Barajas	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Martha	Valenzuela	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Jimq	Tucker	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Timothy	Wells	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Emily	Barsh	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
David	Cameron	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Susan	McAdams	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Lacey	N/A	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Glenn	Block	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Perry	Maljian	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A

Jeff	Wulkan	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
E	M	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Andreas	Aeppli	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Thomas	Dorsey	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Mark	Chang	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Trevor	Wong	Individual Stakeholder	N/A	N/A	[redacted]	N/A	N/A
Clyde Tom	Williams	Community Organization	Citizens Coalition for A Safe Community, 501-C3	[redacted]	[redacted]	[redacted]	90032
David	Warnock	Business	Mott MacDonald	N/A	[redacted]	[redacted]	90017
Timothy	Grant	Individual Stakeholder	n/a	[redacted]	[redacted]	[redacted]	90068
Richard	Stanger	Individual Stakeholder	N/A	N/A	[redacted]	[redacted]	N/A
Carolyn	Mulvihill	Public Agency	EPA	[redacted]	[redacted]	[redacted]	94105-3901
Clyde Tom	Williams	Community Organization	Citizens Coalition for a Safe Community	[redacted]	[redacted]	[redacted]	90650

Vanessa	Velasco	Public Agency	DEPARTMENT OF TRANSPORTATION DISTRICT 7	[redacted]	[redacted]	[redacted]	90012
Ayesha	Rector	Business	Allan Cooper of Ervin Cohen & Jessu	[redacted]	[redacted]	[redacted]	90212
O'Marie	Javier	Business	Dodge Data & Analytics Inc		[redacted]		
Anne	Rohm	Business	L.K. Comstock National Transit, Inc.	[redacted]	[redacted]	[redacted]	
Ben	Deutsch	Business	MTGL Inc	[redacted]	[redacted]		
John	Rhee	Business	PBR SEVILLE LLC	N/A	[redacted]	N/A	N/A
Tim	Saenz	Business	RMA Group		[redacted]		
Thomas	Dorsey	Business	Soul of America	[redacted]	[redacted]		
Fred	Boehnert	Individual Stakeholder	N/A	[redacted]	[redacted]	[redacted]	60044
Kevin	Doyle	Individual Stakeholder			[redacted]		
Ron	Kosinski	Public Agency	Caltrans		[redacted]	[redacted]	

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Appendix H:
Public Scoping Presentation

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艺术家效果图

连接联合车站 (Link US) 项目

修订意向通知 (NOI) 范围界定会议

NEPA 环境影响报告

2020 年 10 月 8 日

Metro

CALIFORNIA High-Speed Rail Authority

Link US – 修订 NOI 范围界定会议

会议议程和时间表

1. 会议时间表 (晚上 6 时至 8 时)

- 现场演示：晚上 6 时至 6 时 30 分
  - 引言
  - Metro 演示
  - 公众口头评论规则
- 公众口头评论：晚上 6 时 30 分至 8 时

2. 参加会议

- 虚拟开放日 (metro.net/linkus)
- Web Link: https://bit.ly/33aUWj6； Webinar ID: 824 7060 0907; Passcode: 454631
  - Enlace: https://bit.ly/35ktlym; ID de seminario web: 992 6797 8668; Contraseña: 671633
  - 网站链接 : https://bit.ly/32c3hDO; 网站编号: 714 1090 3307; 密码 : 747576
  - ウェブリンク: https://bit.ly/3hz3Vj8; ウェビナーID： 910 9789 3128; パスコード : 249710

书面点评必须在 2020 年 10 月10日或之前收到

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CALIFORNIA High-Speed Rail Authority

Link US – 修订 NOI 范围界定会议

会议议程和时间表

1. 引言和背景
2. 修订 NOI 范围界定和 NEPA 流程的目的
3. Link US 项目概述
4. 马拉巴尔堆场场外基础设施
5. 如何提交评论
6. 公众口头评论

Metro

CALIFORNIA High-Speed Rail Authority

引言和背景

参加机构

1. 当地项目主办方 – Metro
2. NEPA 牵头机构 – 加州高铁管理局 (CHSRA)
3. NEPA 合作机构：
   - 加州交通部 (Caltrans)
   - 南加州地方铁路局 (Metrolink)
4. NEPA 参与机构：
   - 联邦运输管理局 (FTA)
   - 洛杉矶市
5. 参与的其他机构和合作伙伴：
   - 加州州立交通局 (CalSTA)
   - 弗农市
   - BNSF 铁路

Metro

CALIFORNIA High-Speed Rail Authority

引言和背景

环境流程时间线

2016 年

- 5 月 – 签发 NOI，为联合环境影响声明（EIS）/ 环境影响报告 (EIR) 做准备 (FRA 和 Metro：联合牵头机构)

2018 年

- 秋季 – 着手单独的 EIR

2019 年

- 1 月至 3 月 – 发放 EIR 草案， 45 天公众审阅期
- 6 月 – 认证 EIR 定稿
- 7 月 - CHSRA de被任命担任 Link US 项目的 NEPA 牵头机构 (根据 FRA 与加州签署的 NEPA 委任 MOU)
- 8 月 – 为 Link US 项目重新着手 NEPA EIS

2020 年

- 9 月至 10 月 – 发放修订 NOI，30 天公众审阅期

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NEPA 流程

修订 NOI 范围界定会议的目的

1. 向公众和机构通报以下更改：
   - 拆除洛杉矶河边和洛杉矶联合车站南边的 BNSF 西岸堆场货场
   - 弗农市 BNSF 的马拉巴尔堆场的新场外基础设施
2. 向公众和机构通报修订 NOI 30 天公众评论期 (2020 年 9 月 18 日至 2020 年 10 月 19 日)
3. 征求公众和机构对下列各项的意见：
   - EIS 草案的范围
   - 对提议行动的分析范围，包括替代方案的范围

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NEPA 流程

NEPA 关键环节审查里程碑

我们在这里

里程碑 I

- 修订 NOI
- 30 天公众评论期
- 公众范围界定会议

里程碑 II

- 发放 EIS 草案
- 公众评论
- He公众听证会

里程碑 III

- 发表 EIS 定稿
- 回复评论

里程碑 IV

- 决定记录 (ROD)

每个里程碑中的持续公众参与

Metro

CALIFORNIA High-Speed Rail Authority

NEPA 流程

第 106 节 咨询流程

1. CHSRA 和 Metro 遵循《国家古籍保护法》(NHPA) 和 NEPA 流程
   - 任何想要成为第 106 节咨询方的当事人应在其评论中通知 CHSRA 或 Metro
2. 当前参与第 106 节流程的当地机构包括：
   - Caltrans 第 7 区
   - 洛杉矶市规划局
   - 洛杉矶市古籍资源办公室
   - 洛杉矶市文化遗产委员会
   - 弗农市

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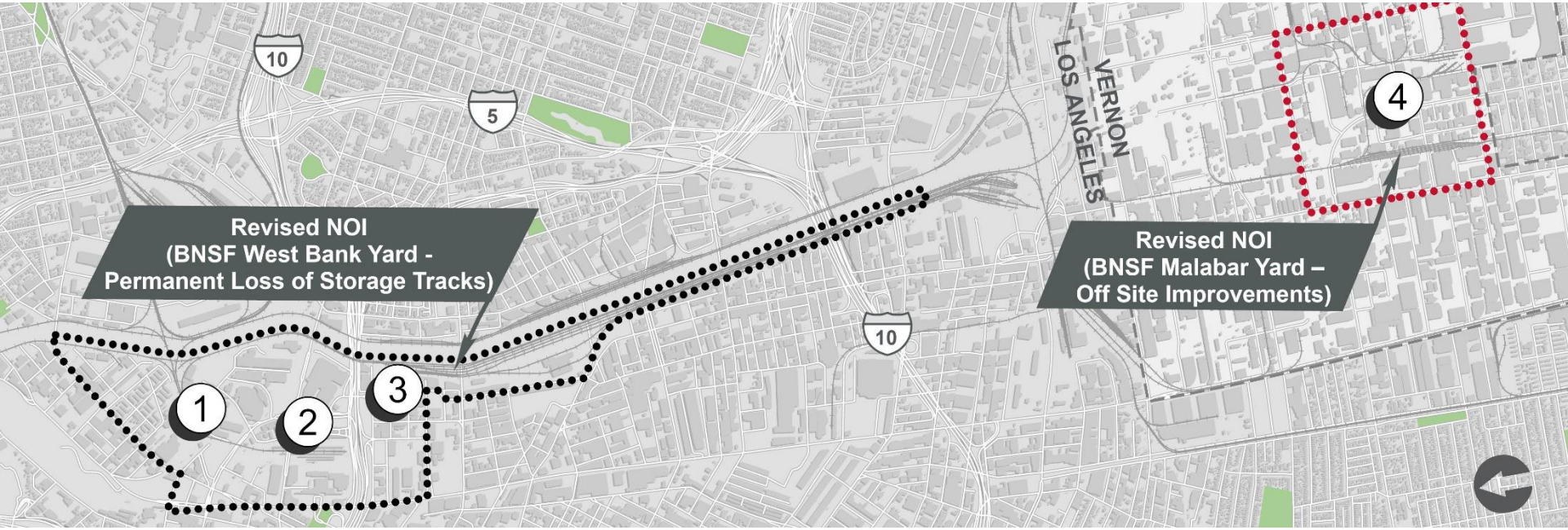
Link US 项目概述

主要项目组成部分

1. 新的引导轨道和高架铁路堆场
2. 新的客运大厅
3. 直通列车轨道（洛杉矶联合车站南侧最多 10 条规定）
4. 马拉巴尔堆场（弗农市



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High-Speed Rail Authority

Link US 项目概述

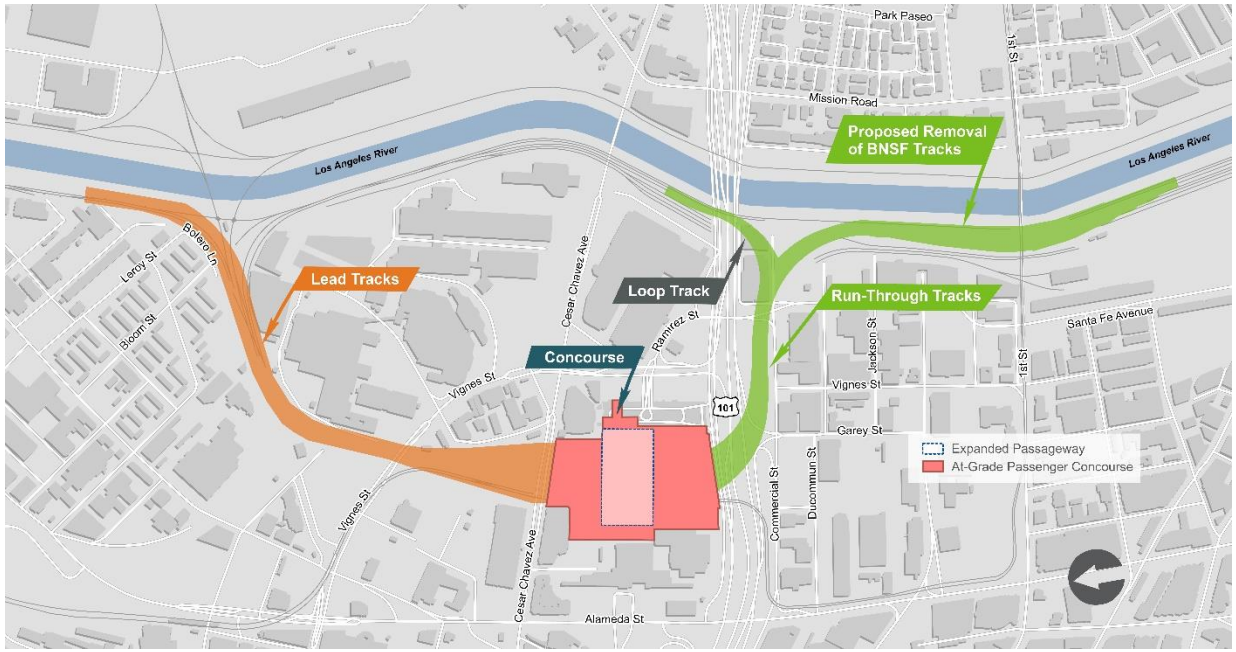
NEPA EIS 建筑替代方案

建筑替代方案 1

1. 共享引导轨道
2. 扩展通道
3. 最多 10 条直通轨道（没有环线轨道）
4. 马拉巴尔堆场场外基础设施

建筑替代方案 2

1. 专用引导轨道
2. 地面客运大厅
3. 最多 10 条直通轨道（有环线轨道）
4. 马拉巴尔堆场场外基础设施



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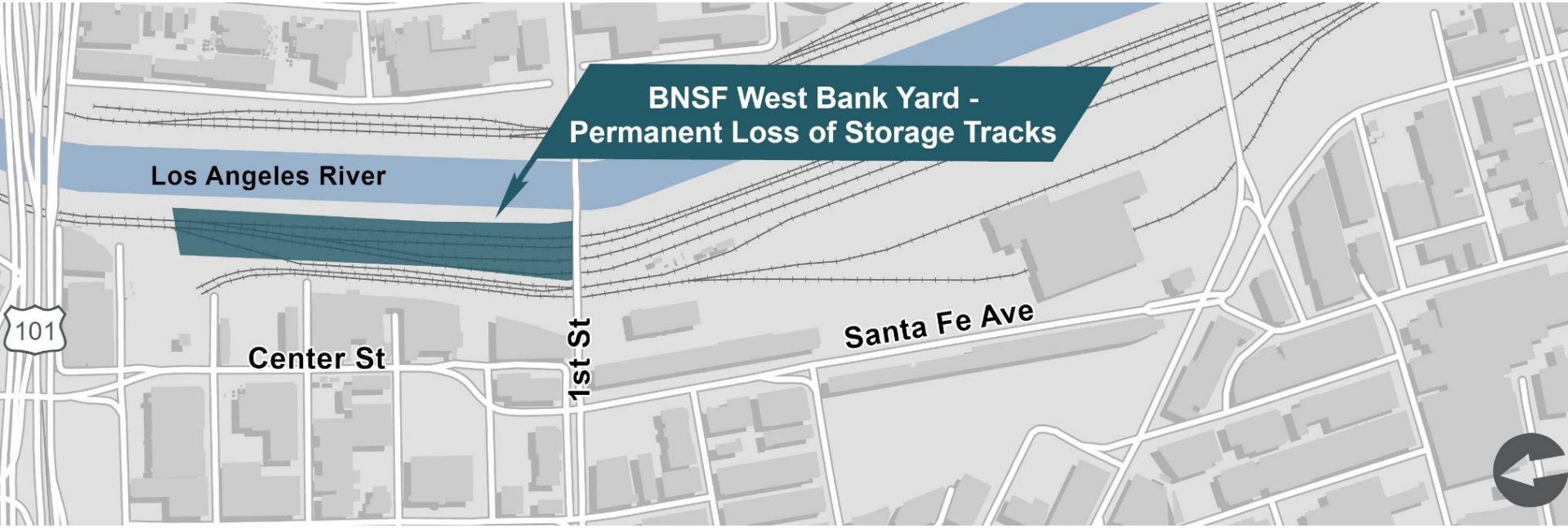
CALIFORNIA High-Speed Rail Authority

Link US 项目概述

BNSF 西岸堆场存储轨道永久损失

1. 允许适用未来的 HSR 火车与主干线轨道连接
2. 导致第一街北面的 BNSF 西岸堆场大约 5,000 英尺的存储轨道永久损失



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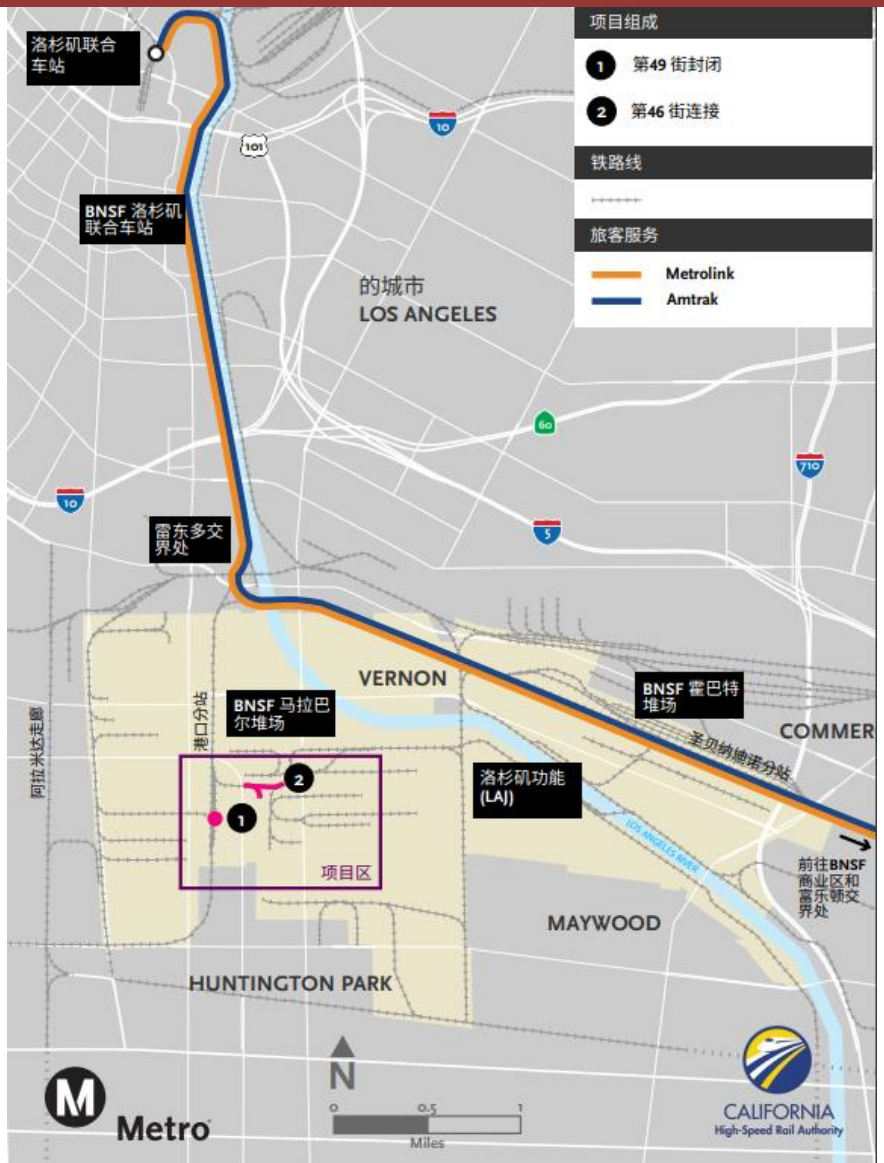
马拉巴尔堆场场外基础设施

项目区域概述（弗农市）



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High-Speed Rail Authority

马拉巴尔堆场场外基础设施

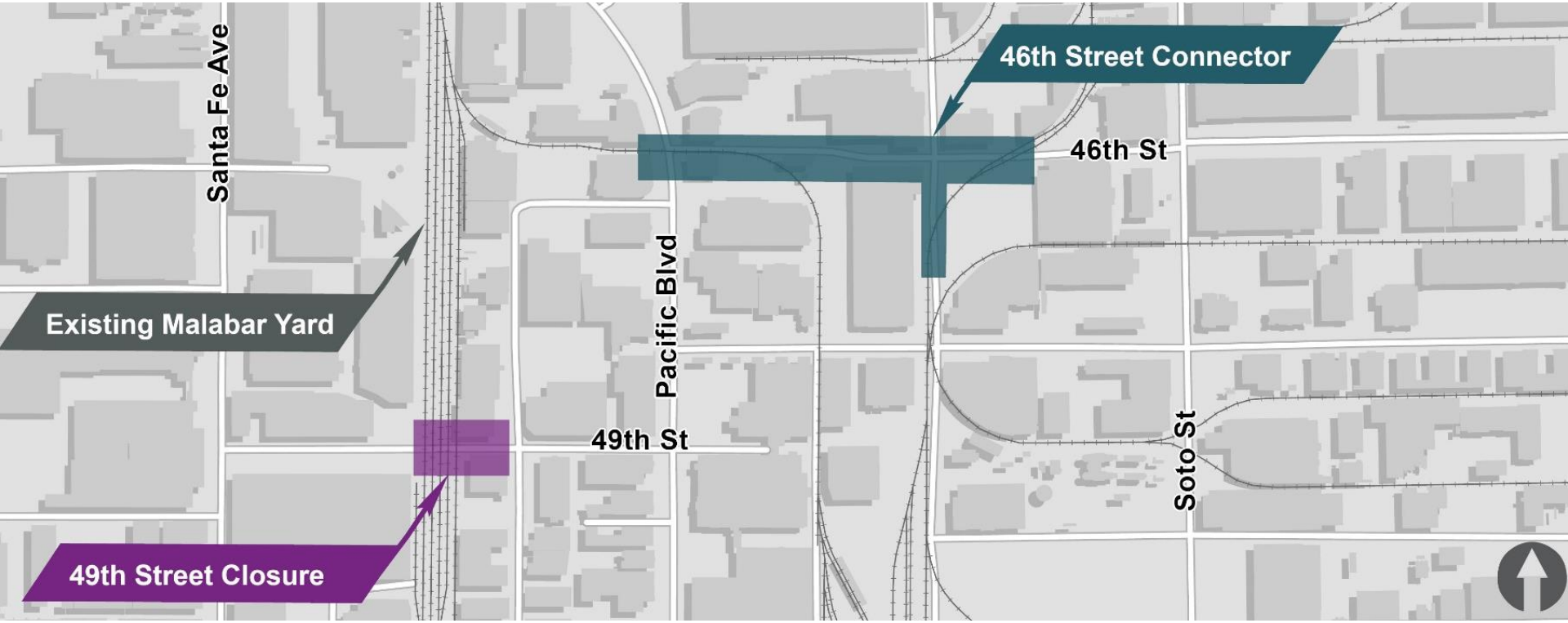
修订 NOI - BNSF 马拉巴尔堆场

1. 49 街封闭

- 封闭 49 街的地面铁路交叉道

2. 46 街连接点

- 沿 46 街新的1,000 英尺轨道连接



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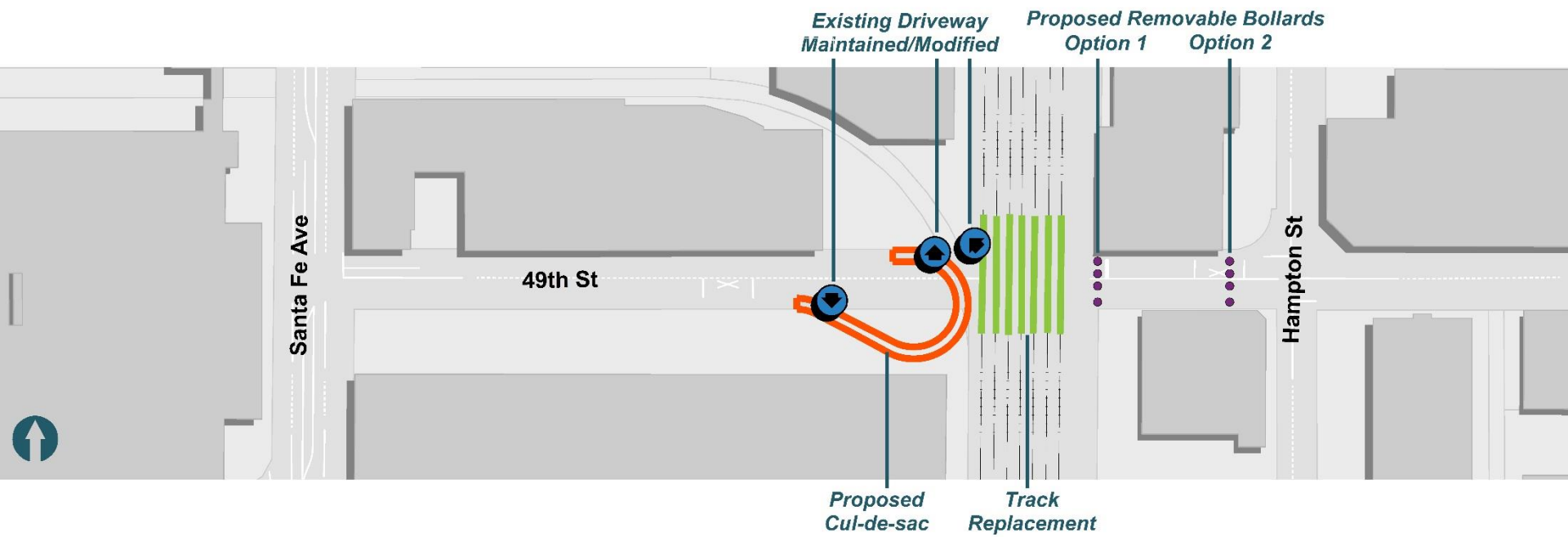
马拉巴尔堆场场外基础设施

49 街封闭（弗农市）



草稿-10%的初步设计（仅概念）

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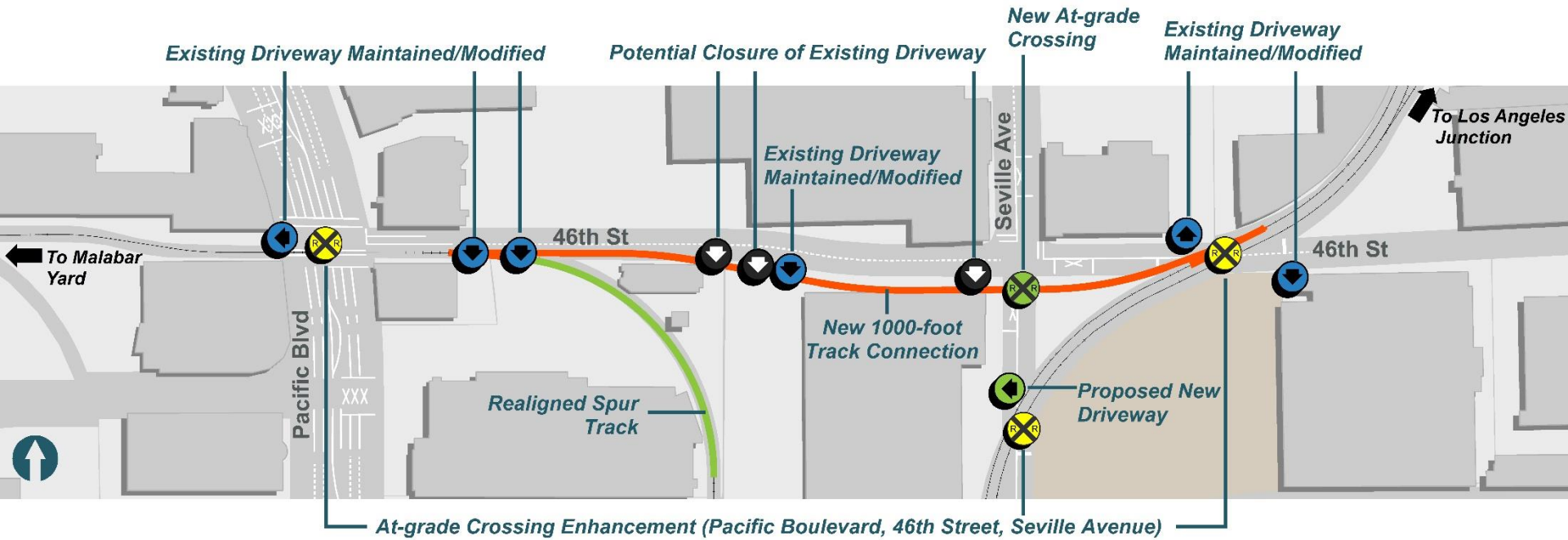
马拉巴尔堆场场外基础设施

46 街连接点（弗农市）



排队分析将考虑：

1. 到 2040 年每天最多 11 趟火车出入马拉巴尔堆场
2. 火车大约 7,000 到 10,000 英尺长
3. 大多数火车在上午和下午高峰时段（上午7 时至9时，下午4时至6时）之外行驶

草稿-10%的初步设计(仅概念)

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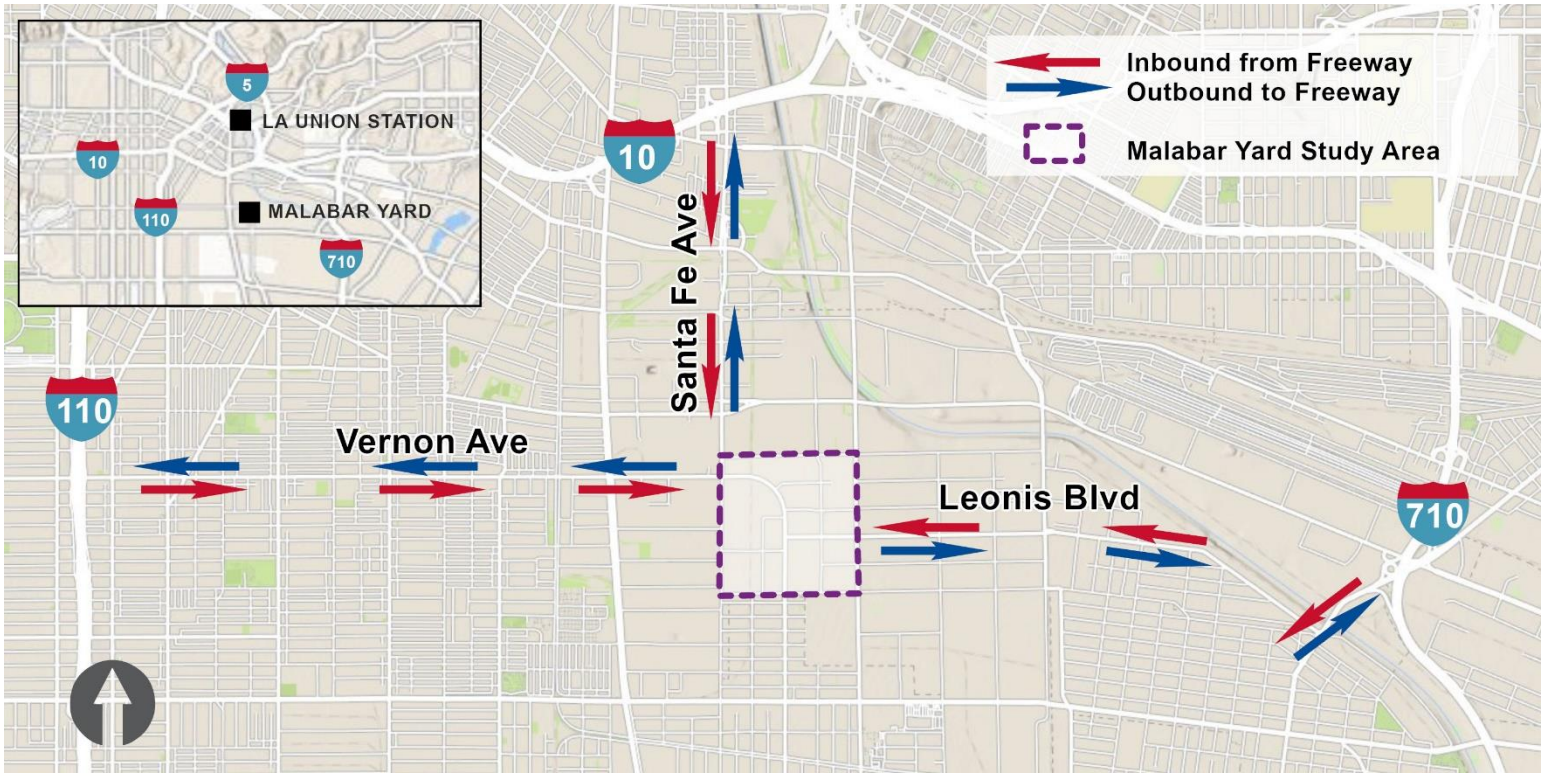
马拉巴尔堆场场外基础设施

交通研究

1. 保持高速公路通达各企业
2. Vernon 大街、Santa Fe 大街和 Leonis 大道直接连接 110 号、 10 号和 710号州级高速公路



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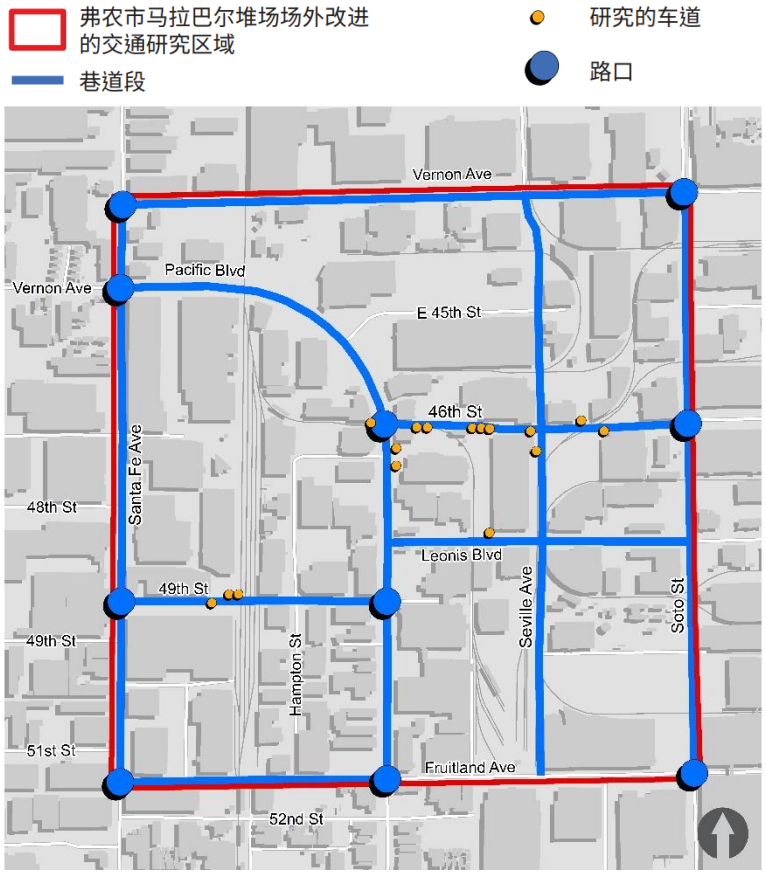
马拉巴尔堆场场外基础设施

交通研究

1. 服务水平 (LOS) 分析：
   - 10 个交叉路口
   - 11 条道路路段
2. 流通和通达分析：
   - 16 条车道
3. 排队分析：
   - 4 个铁路交叉口将考虑：
     1. 每天使用 46 街连接点出马拉巴尔堆场的 BNSF 火车数量
     2. 火车速度和长度
     3. 火车运行的时间

T交通研究区域



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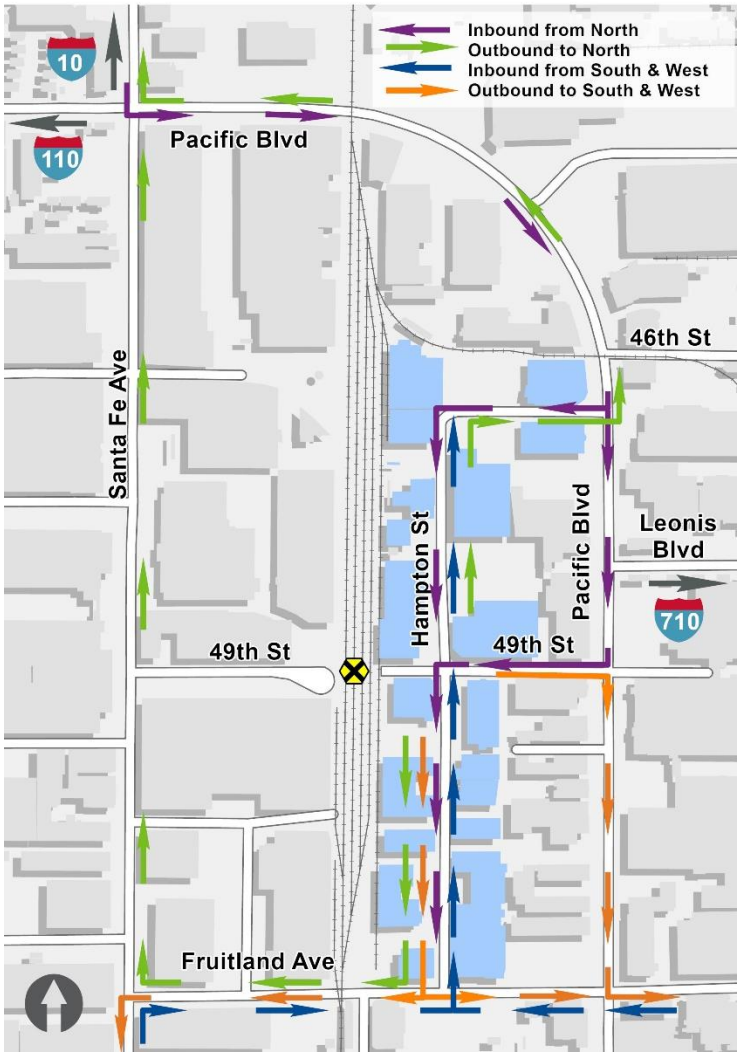
马拉巴尔堆场场外基础设施

49 街封闭 – 提议的交通流通路线

往/返马拉巴尔堆场东边的物业（往/返 Santa Fe 大街）：

- 通过 Hampton 街道和 Pacific 大道至 Santa Fe 大街
- 通过 49 街和 Pacific 大道至 Santa Fe 大街
- 通过 Hampton 街、Fruitland 大街和 Pacific 大道至 Santa Fe 大街



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CALIFORNIA High-Speed Rail Authority

马拉巴尔堆场场外基础设施

49 街封闭 – 提议的交通流通路线

往/返马拉巴尔堆场西边的物业（往/返Pacific 大道）：

- 通过 Santa Fe 大街至 Pacific 大道
- 通过 49 街、Santa Fe 大街和 Fruitland大街至 Pacific 大道
- 通过 Santa Fe 大街至 Fruitland 大街，至 Pacific 大道

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Link US 项目概述

分阶段和资金来源

艺术家效果图

A期 资助项目			B期 没有资金的项目
第1部分 - 咽喉区域	第2 部分 –商业街和中央街	第3部分–试车和试车	第4部分-铁路堆场/客运大厅区
1. 铁路信号、通讯和铁轨工作 2. 公用事业搬迁	1. 财产收购 2. 公用事业搬迁	1. US-101上的高架桥结构（全宽） 2. 来自联合车站月台 4到主线轨道的两条贯穿轨道 3. 信号与通讯	1. 铁路堆场的建设，新的引导轨道，新的月台，以及新楼梯，自动扶梯 2. 与客运大厅相关的改进 3. 添加剩余的贯穿轨道（共10条）

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谢谢您 – 继续参与

Link US 项目团队

Dan McKell, CHSRA, NEPA **分派**经理

Jeanet Owens, P.E., Metro, **区域**铁路高级执行官I

Vincent Chio, P.E., Metro, **区域**铁路总监

Danielle Valentino, Metro, **社区关系**经理

欲获得更多信息，请与我们联系：

213.922.2524

LinkUnionStation@metro.net

www.metro.net/linkus

facebook.com/regionalrail

facebook.com/losangelesmetro

Metro

CALIFORNIA High-Speed Rail Authority

如何提交对新项目元素的评论

公众评论期：2020 年 9 月 18 日至 2020 年 10 月 19 日

在直播活动期间发表评论

1. 在 Zoom 会议中口头表达
2. 通过电话打来电话表达
3. 在 Zoom 会议中通过聊天发表评论
4. 在 linkunionstation.com上的虚拟会议室的评论桌上有表格

在直播活动之后发表评论

1. 电子邮件（请参阅下面的地址）
2. 通过电话： 213.922.2524
3. 在 linkunionstation.com上的虚拟会议室的评论桌上有表格

书面评论可以寄到：

1. Dan McKell, NEPA Assignment Manager
   California High-Speed Rail Authority, Environmental Services Branch
   770 L Street, Suite 620, Sacramento, CA 95814|
   Dan.McKell@hsr.ca.gov

2. Vincent Chio, Director of Program Management
   Los Angeles County Metropolitan Transportation Authority, Regional Rail
   One Gateway Plaza (Mail Stop 99-17-2), Los Angeles, CA 90012
   linkunionstation@metro.net

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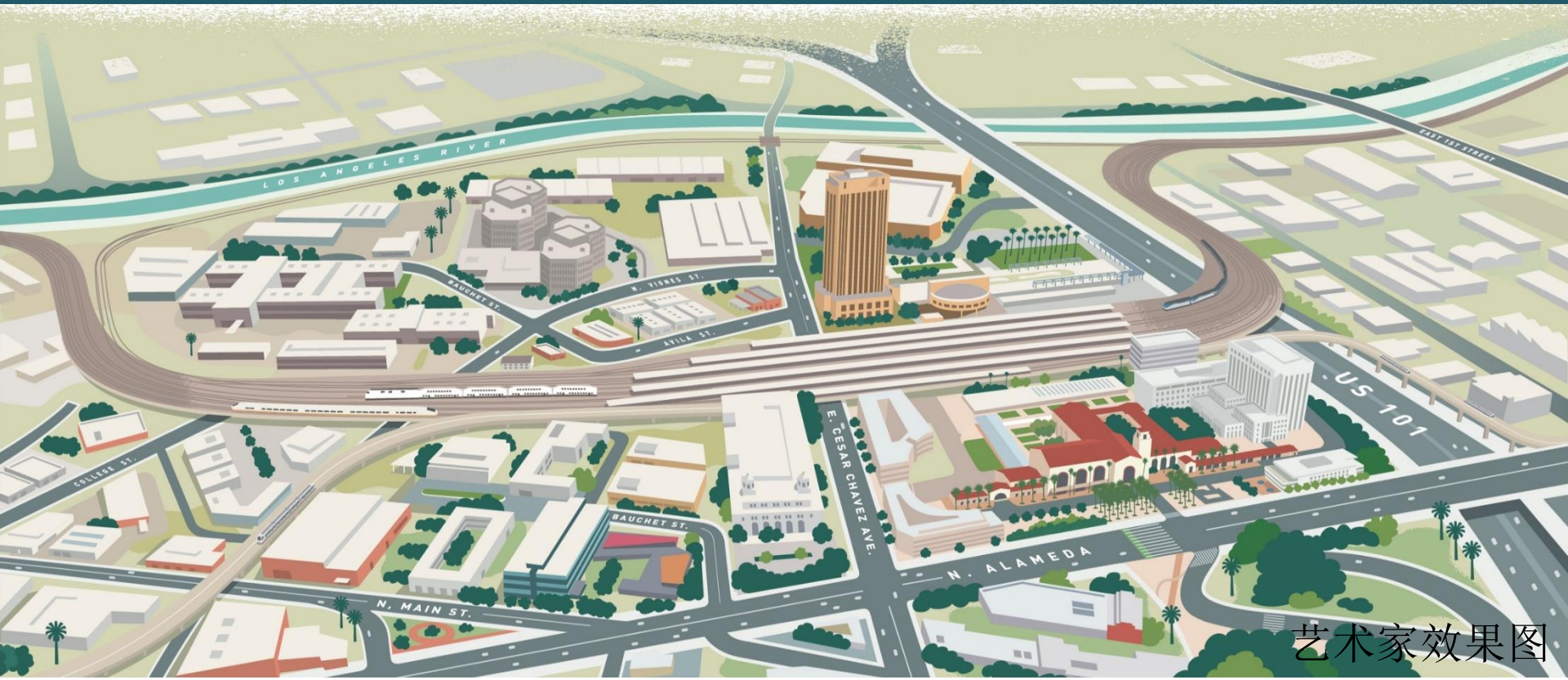
CALIFORNIA High-Speed Rail Authority

公众口头评论



艺术家效果图

晚上 6 时 30 分至 8 时
由 Patrick O’Neill – HDR 主持

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如何发表评论或提问

在线或通过电话发表口头评论

在线 – 通过聊天框或“举手”

1. 要举手，请点击参与者旁边的箭头，找到您的名字，然后点击旁边的三个点
   - 将有一个“举手选项”
2. 项目团队会宣布您的姓名，并取消静音，让您发言
3. 请说出您的姓名或组织，供法院记录员记录，并直接清晰地对着麦克风讲话

电话 – 通过“举手”

1. 要举手，请按 *9
2. 在轮到您发言时，项目团队奖宣布您的电话的最后四个数字
3. 请按 *6，自己取消静音和静音
4. 请说出您的姓名或组织，供法院记录员记录，并直接清晰地对着电话讲话

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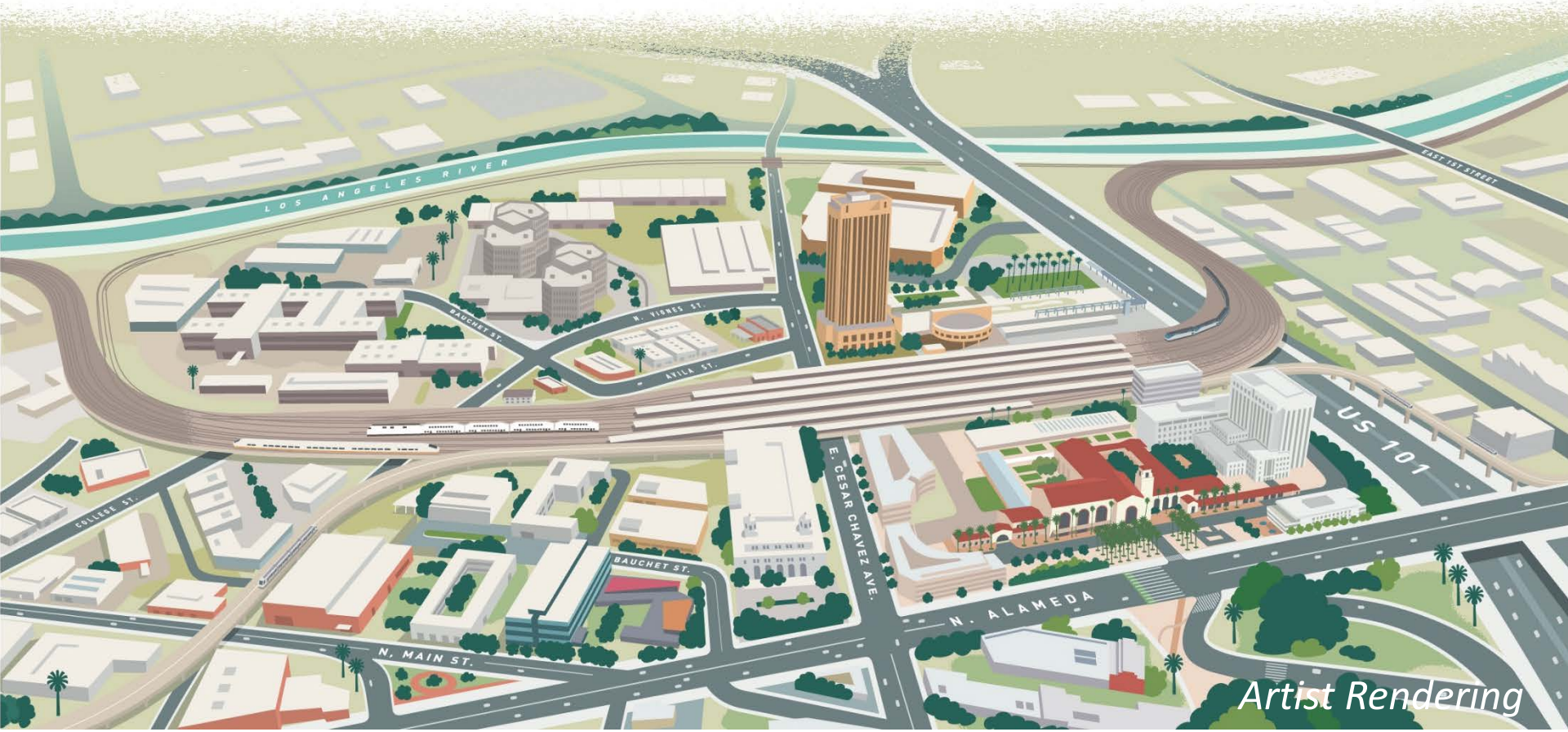

Link Union Station (Link US) Project

Revised Notice of Intent (NOI) Scoping Meeting
NEPA Environmental Impact Statement
October 8, 2020

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High-Speed Rail Authority

Link US – Revised NOI Scoping Meeting

Meeting Agenda and Schedule

1. Meeting Schedule (6–8pm)

- Live Presentation: 6–6:30pm
  - Introductions
  - Presentation by Metro
  - Rules for Oral Public Comment
- Public Oral Comments: 6:30–8pm

2. Meeting Access

- Virtual open house (metro.net/linkus)
- Web Link: https://bit.ly/33aUWj6; Webinar ID: 824 7060 0907; Passcode: 454631
  - Enlace: https://bit.ly/35ktlym; ID de seminario web: 992 6797 8668; Contraseña: 671633
  - 网站链接：https://bit.ly/32c3hDO; 网站编号: 714 1090 3307; 密码：747576
  - ウェブリンク: https://bit.ly/3hz3Vj8; ウェビナーID： 910 9789 3128; パスコード: 249710

Written comments must be received on or before October 19, 2020

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Link US – Revised NOI Scoping Meeting

Meeting Agenda and Schedule

1. Introduction and Background
2. Purpose of Revised NOI Scoping Meeting and NEPA Process
3. Link US Project Overview
4. Malabar Yard Off-Site Infrastructure
5. How to Submit Your Comments
6. Public Oral Comments

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CALIFORNIA High-Speed Rail Authority

Introduction and Background

Agencies Involved

1. Local Project Sponsor – Metro
2. NEPA Lead Agency – California High-Speed Rail Authority (CHSRA)
3. NEPA Cooperating Agencies:
   - California Department of Transportation (Caltrans)
   - Southern California Regional Rail Authority (Metrolink)
4. NEPA Participating Agencies:
   - Federal Transit Administration (FTA)
   - City of Los Angeles
5. Other Agencies and Partners Involved:
   - California State Transportation Agency (CalSTA)
   - City of Vernon
   - BNSF Railway

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Introduction and Background

Environmental Process Timeline

2016

- May - NOI issued for preparation of Joint Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) (FRA and Metro: Joint Lead Agencies)

2018

- Fall - Standalone EIR initiated

2019

- January to March - Draft EIR circulated for 45-day public review
- June - Final EIR certified
- July - CHSRA designated as NEPA Lead Agency for Link US Project (pursuant to executed NEPA Assignment MOU between FRA and State of California)
- August – NEPA EIS reinitiated for Link US Project

2020

- September to October - Revised NOI released for 30-day public review

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NEPA Process

Purpose of Revised NOI Scoping Meeting

1. Inform public and agencies of the following changes:
   - Removal of storage tracks at the BNSF West Bank Yard by the Los Angeles River and south of Los Angeles Union Station
   - New off-site infrastructure at the BNSF's Malabar Yard in the City of Vernon
2. Inform the public and agencies of the Revised NOI 30-day public comment period (September 18, 2020 through October 19, 2020)
3. Solicit public and agency input on the following:
   - Scope of the Draft EIS
   - Scope of analysis of the proposed action, including the range of alternatives

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NEPA Process

Key NEPA Environmental Review Milestones

We Are Here

MILESTONE I

- Revised NOI
- 30-day Public Scoping Period
- Public Scoping Meeting

MILESTONE II

- Release Draft EIS
- Public Comment Period
- Public Hearing

MILESTONE III

- Publish Final EIS
- Response to Comments

MILESTONE IV

- Record of Decision (ROD)

Continuous Public Involvement within Each Milestone

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NEPA Process

Section 106 Consultation Process

1. CHSRA and Metro are complying with the National Historic Preservation Act (NHPA) in parallel with the NEPA process
   - Any parties interested in becoming a Section 106 consulting party should inform CHSRA or Metro in their comments
2. Local agencies currently participating in the Section 106 process include:
   - Caltrans District 7
   - City of Los Angeles Planning Department
   - City of Los Angeles Office of Historic Resources
   - City of Los Angeles Cultural Heritage Commission
   - City of Vernon

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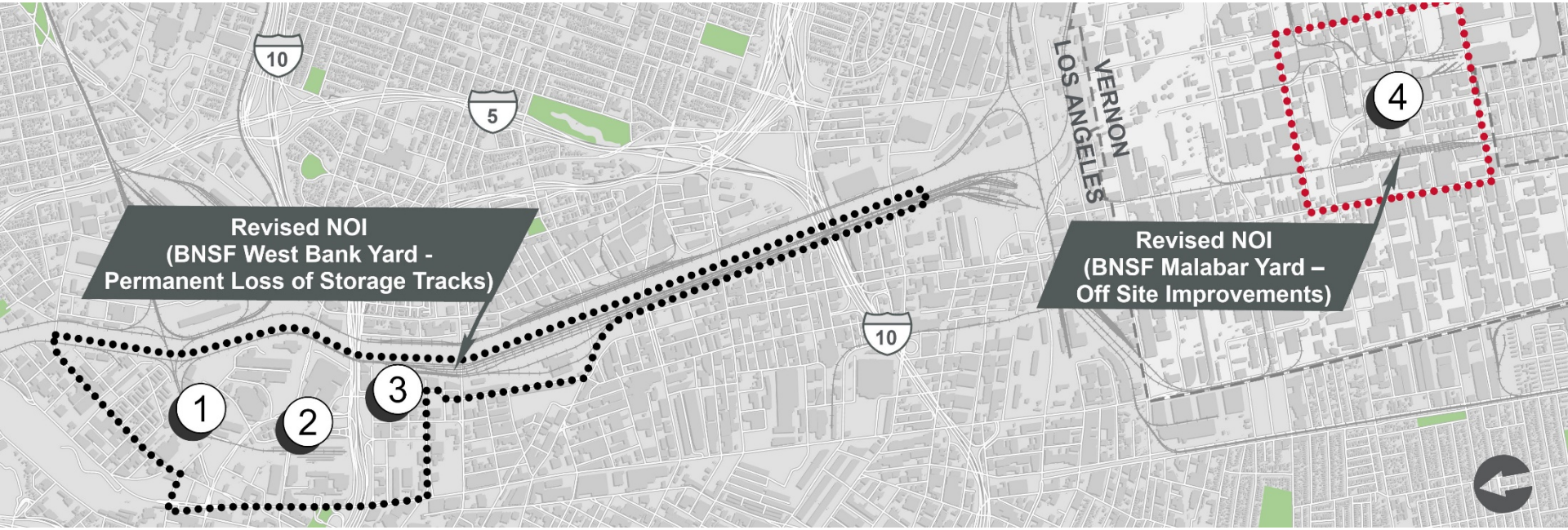
Link US Project Overview

Major Project Components

1. New Lead Tracks and Elevated Rail Yard
2. New Passenger Concourse
3. Run-Through Tracks (up to 10 tracks south of Los Angeles Union Station)
4. Malabar Yard (City of Vernon)



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Link US Project Overview

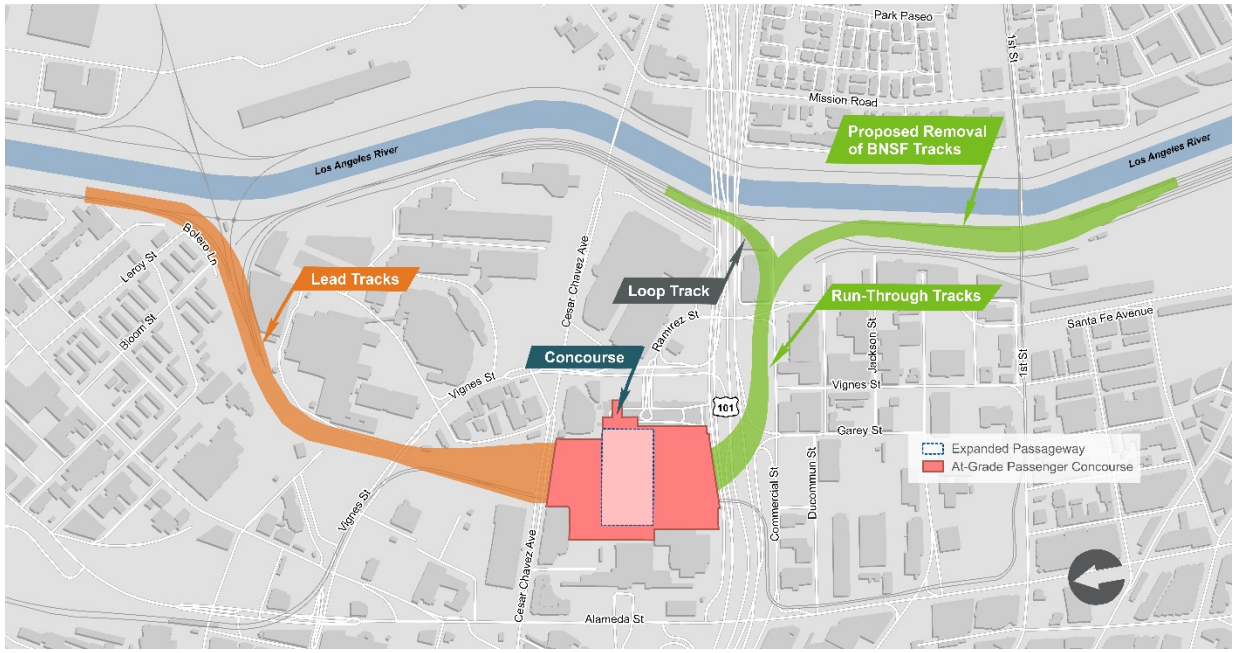
NEPA EIS Build Alternatives

Build Alternative 1

1. Shared Lead Tracks
2. Expanded Passageway
3. Up to 10 Run-Through Tracks (No Loop Track)
4. Malabar Yard Off-Site Infrastructure

Build Alternative 2

1. Dedicated Lead Tracks
2. At-Grade Passenger Concourse
3. Up to 10 Run-Through Tracks (With Loop Track)
4. Malabar Yard Off-Site Infrastructure



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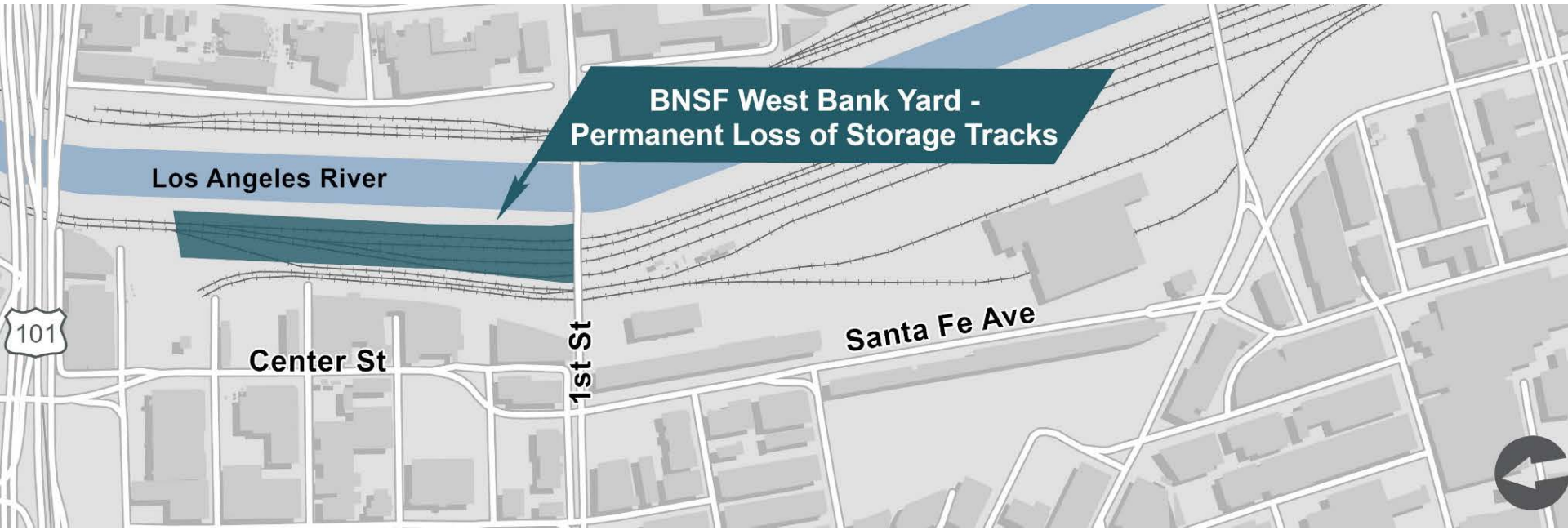
Link US Project Overview

BNSF West Bank Yard Permanent Loss of Storage Tacks

1. Allows accommodation of future HSR trains to connect to main line tracks
2. Results in a permanent loss of approx. 5,000 feet of storage tracks at the BNSF West Bank Yard north of First Street



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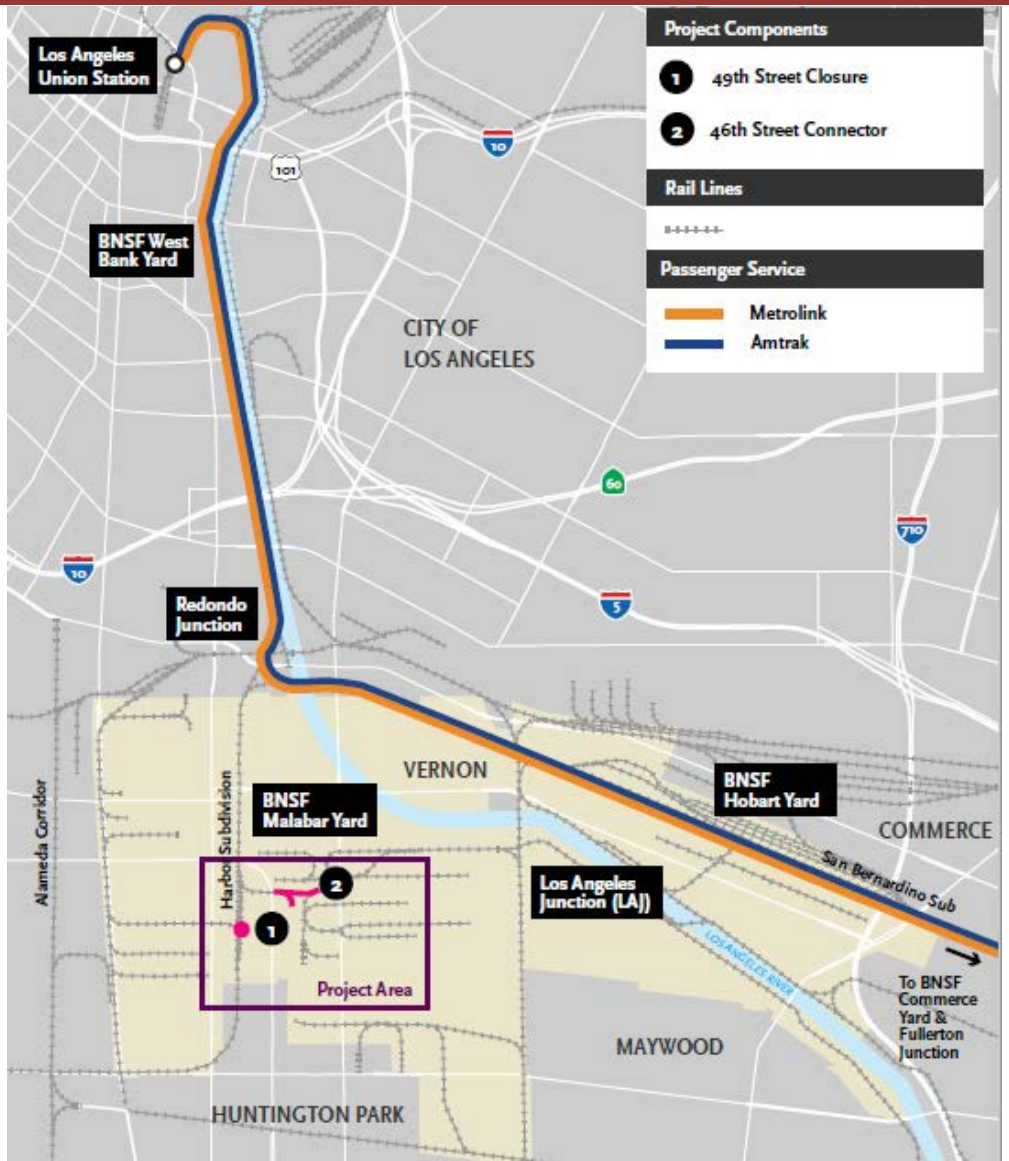
Malabar Yard Off-Site Infrastructure

Project Area Overview (City of Vernon)



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Malabar Yard Off-Site Infrastructure

Revised NOI - BNSF Malabar Yard

1. 49th Street Closure

- Closure of the at-grade railroad crossing at 49th Street

2. 46th Street Connector

- New 1,000-foot track connection along 46th Street

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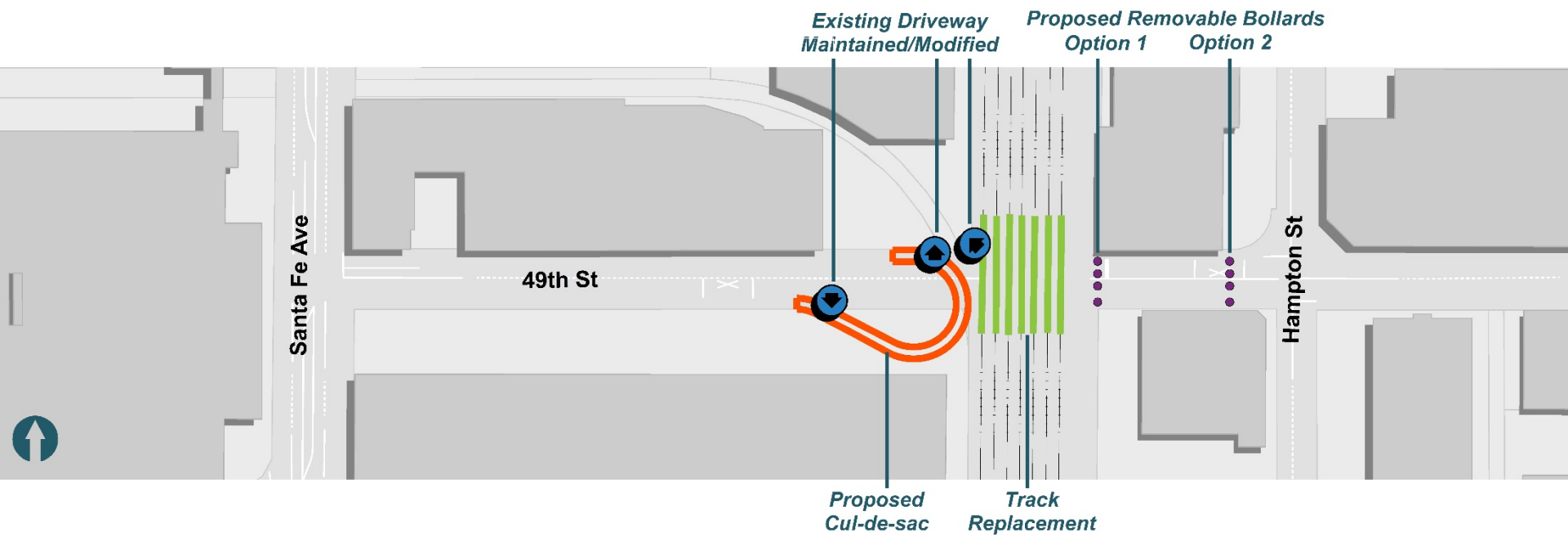
Malabar Yard Off-Site Infrastructure

49th Street Closure (City of Vernon)



Draft - 10% Preliminary Design (Concept Only)

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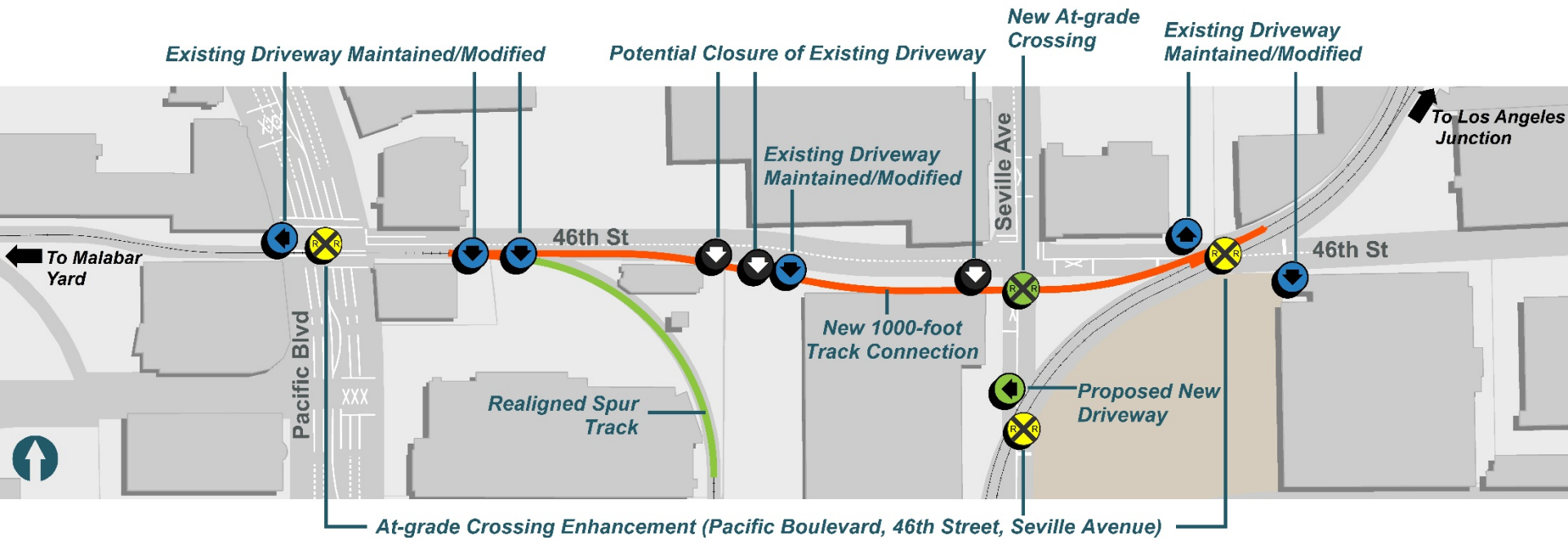
Malabar Yard Off-Site Infrastructure

46th Street Connector (City of Vernon)



Queuing Analysis will consider:

1. Up to 11 daily trains into/out of Malabar Yard by 2040
2. Trains approximately 7,000 to 10,000 feet long
3. Majority of trains traveling outside of AM and PM peak periods (7 am to 9 am and 4 pm to 6 pm)

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Draft - 10% Preliminary Design (Concept Only)

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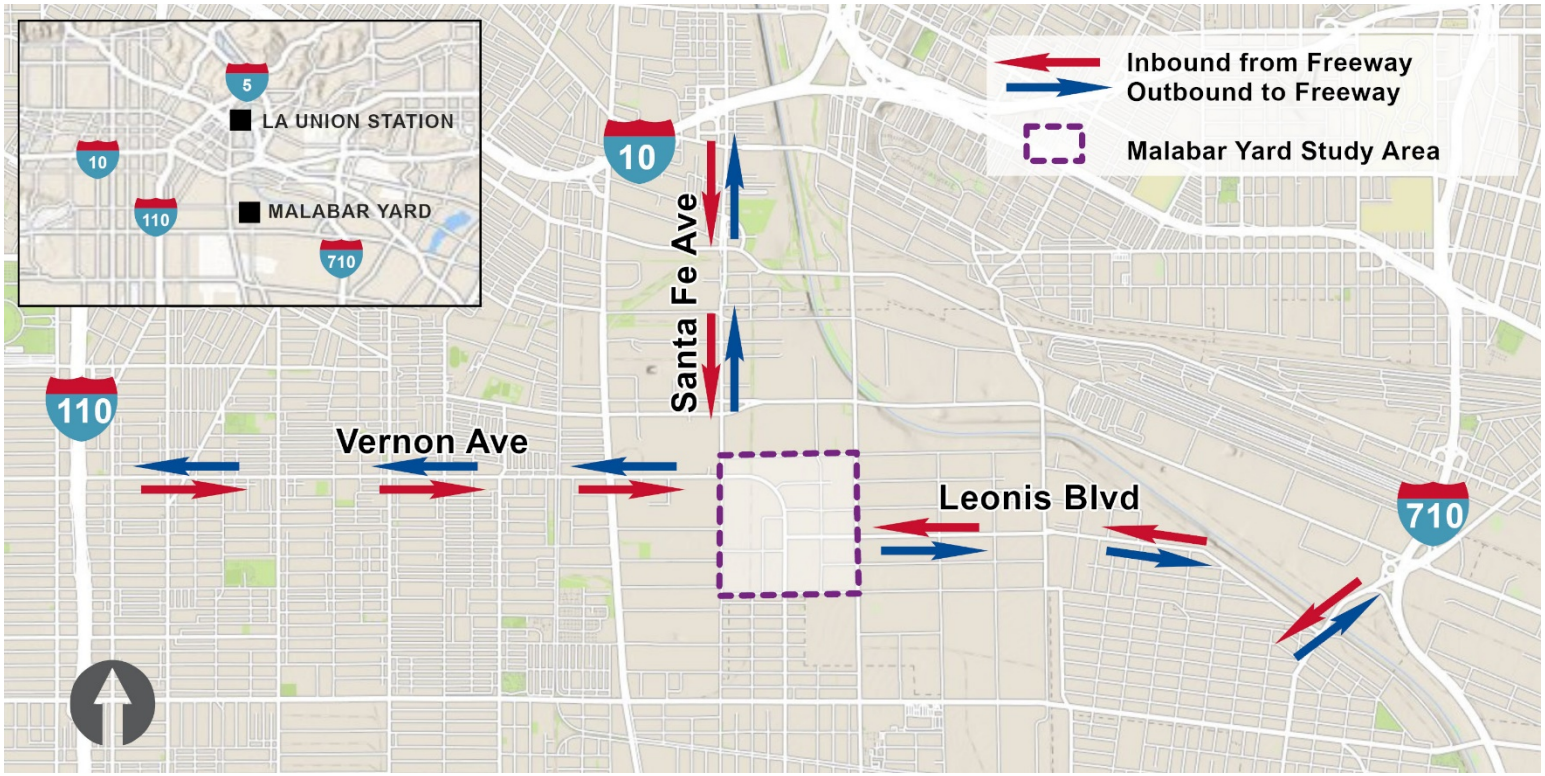
Malabar Yard Off-Site Infrastructure

Traffic Study

1. Freeway Access to Businesses Maintained
2. Vernon Avenue, Santa Fe Avenue, and Leonis Boulevard provide direct access to Interstate 110, 10, and 710



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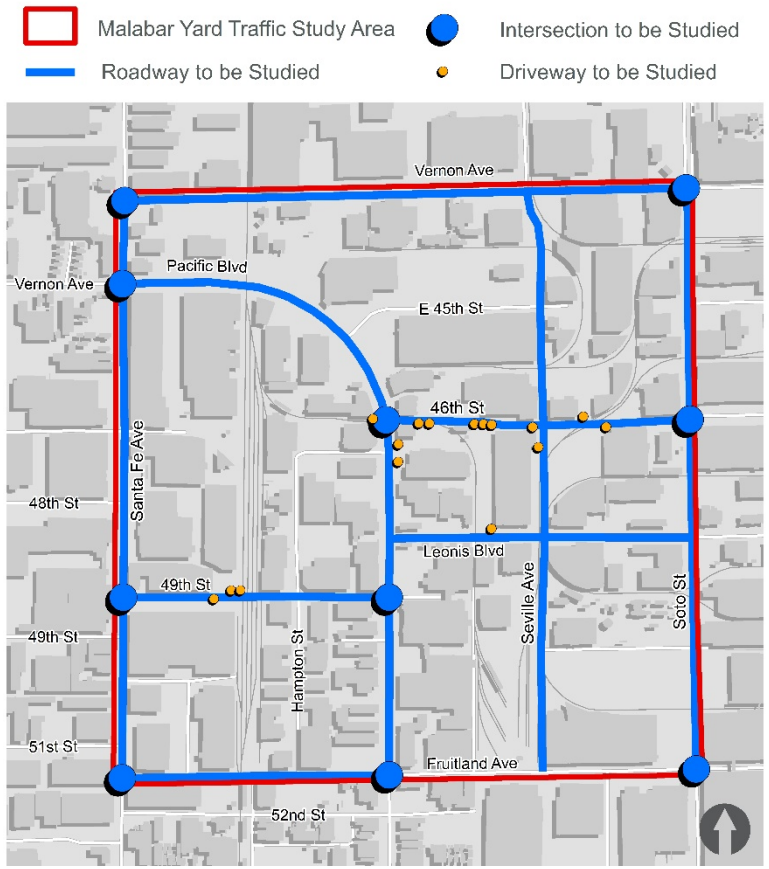
Malabar Yard Off-Site Infrastructure

Traffic Study

1. Level of Service (LOS) Analysis:
   - 10 Intersections
   - 11 Roadway Segments
2. Circulation and Access Analysis:
   - 16 Driveways
3. Queuing Analysis:
   - 4 Railroad Crossings will consider:
     1. Number of BNSF trains into/out of Malabar Yard each day using the 46th Street connector
     2. Train speed and length of trains
     3. Time of day when trains will operate

Traffic Study Area



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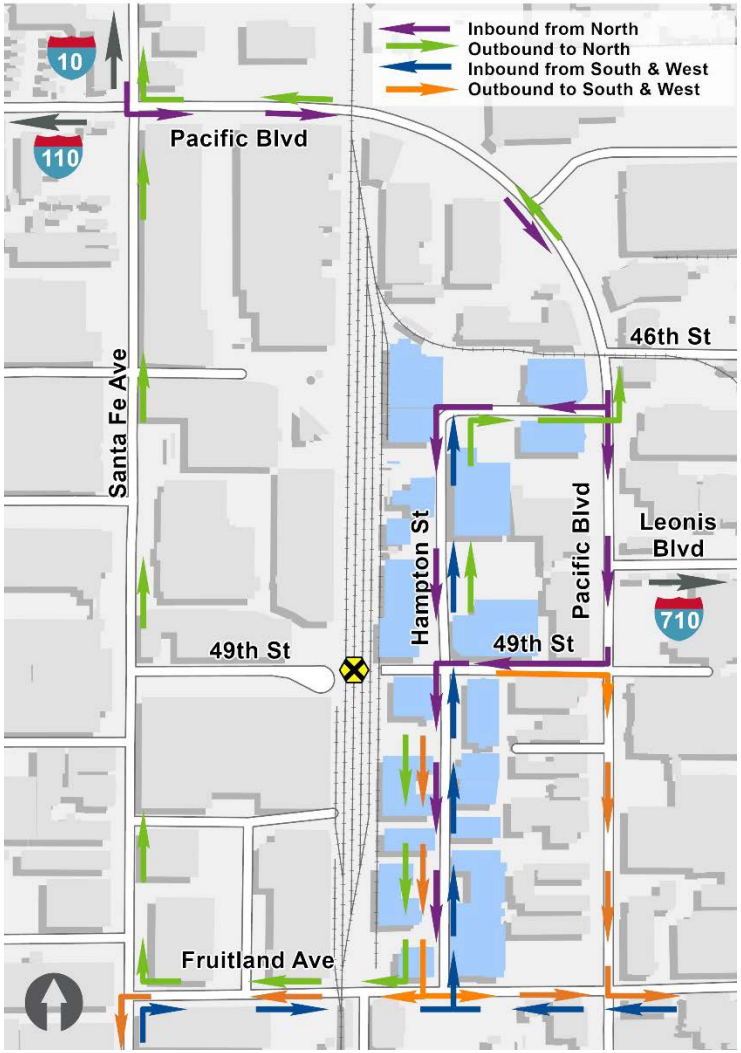
Malabar Yard Off-Site Infrastructure

49th Street Closure – Proposed Traffic Circulation Routes

Access to/from properties east of Malabar Yard (from/to Santa Fe Avenue):

- Via Hampton Street and Pacific Boulevard to Santa Fe Avenue
- Via 49th Street and Pacific Boulevard to Santa Fe Avenue
- Via Hampton Street, Fruitland Avenue and Pacific Boulevard to Santa Fe Avenue



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Malabar Yard Off-Site Infrastructure

49th Street Closure – Proposed Traffic Circulation Routes

Access to/from properties west of Malabar Yard (from/to Pacific Boulevard):

- Via Santa Fe Avenue to Pacific Boulevard
- Via 49th Street, Santa Fe Avenue, and Fruitland Avenue to Pacific Boulevard
- Via Santa Fe Avenue to Fruitland Avenue to Pacific Boulevard

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Link US Project Overview

Phasing and Funding

Phase A (Funded)			Phase B (Not-Funded)
SEGMENT 1 – THROAT AREA	**SEGMENT 2 – COMMERCIAL & CENTER ST**	**SEGMENT 3 – VIADUCT & RUN-THROUGH**	**SEGMENT 4 – RAIL YARD/CONCOURSE AREA**
1. Rail signal, communications and track work 2. Utility relocation	1. Property acquisition 2. Utility relocation	1. Viaduct structure over US-101 (full width) 2. Two run-through tracks from Union Station Platform 4 to mainline tracks 3. Signal and communication	1. Raising of the rail yard, new lead tracks, new platforms, as well as new stairs, escalators 2. Concourse-related improvements 3. Add remaining run-through tracks (10 total)

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Thank You – Stay Involved

Link US Project Team

Dan McKell, CHSRA, NEPA Assignment Manager

Jeanet Owens, P.E., Metro, Senior Executive Officer, Regional Rail

Vincent Chio, P.E., Metro, Director, Regional Rail

Danielle Valentino, Metro, Community Relations Manager

For additional information, please contact us at:

213.922.2524

LinkUnionStation@metro.net

www.metro.net/linkus

facebook.com/regionalrail

facebook.com/losangelesmetro

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How to Submit Comments on New Project Elements

Public Comment Period: September 18, 2020 through October 19, 2020

Commenting during the live event

1. Verbally in the Zoom Meeting
2. By Phone via call in number
3. Comment by chat in the Zoom meeting
4. Form at comment desk in Virtual Meeting Room at linkunionstation.com

Commenting after the live event

1. Email (see address below)
2. By Phone: 213.922.2524
3. Form at comment desk in Virtual Meeting Room at linkunionstation.com

Written Comments can be sent to:

1. Dan McKell, NEPA Assignment Manager
   California High-Speed Rail Authority, Environmental Services Branch
   770 L Street, Suite 620, Sacramento, CA 95814
   Dan.McKell@hsr.ca.gov

2. Vincent Chio, Director of Program Management
   Los Angeles County Metropolitan Transportation Authority, Regional Rail
   One Gateway Plaza (Mail Stop 99-17-2), Los Angeles, CA 90012
   linkunionstation@metro.net

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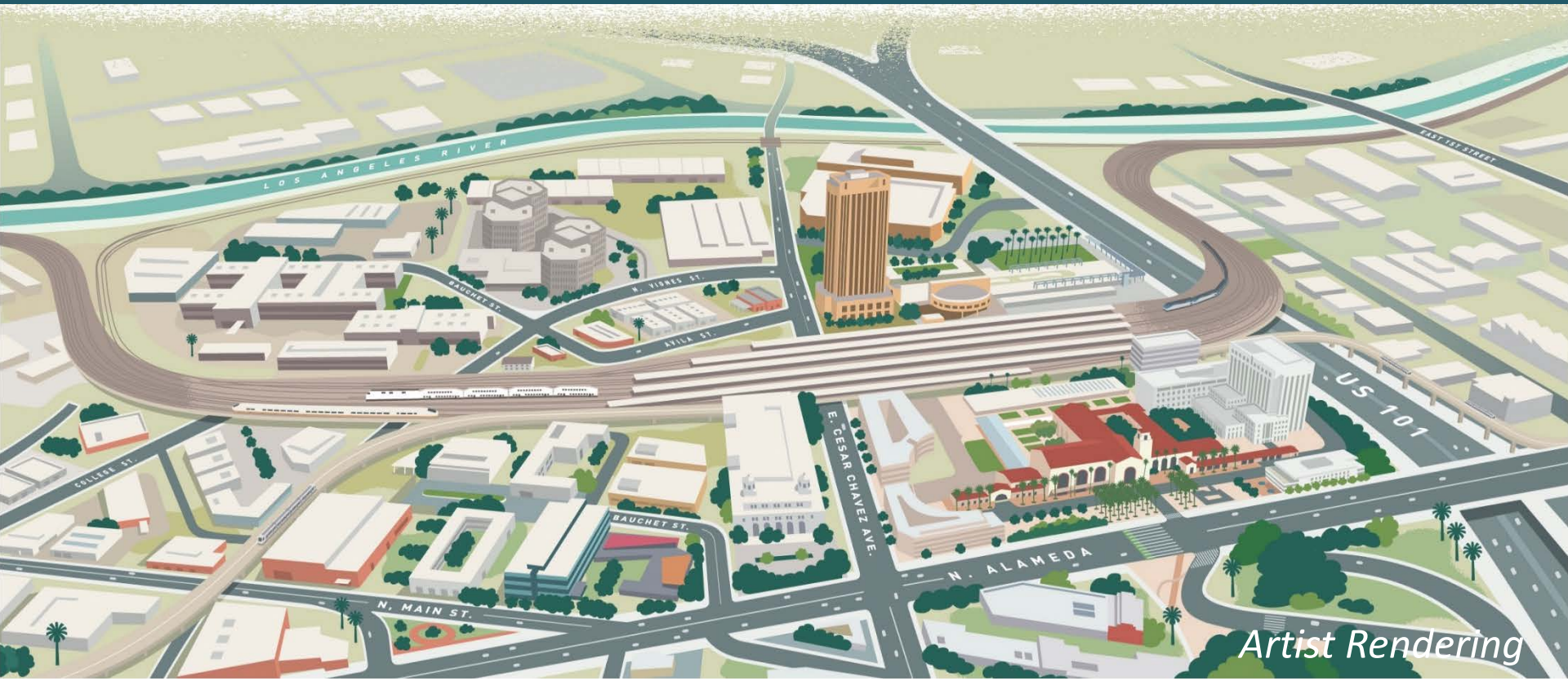
Public Oral Comment



6:30-8pm

Facilitated by Patrick O'Neill – HDR

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How to Comment or Ask Questions

Making Oral Comments Online or Via Phone

Online - via chat box or "raising your hand"

1. To raise your hand, click on the arrow next to the participants, find your name and click on the three dots located next to it.
   - There will be a "Raise Hand Option" to the right of the chat.
2. The project team will announce your name and unmute you to speak.
3. Please state your name or organization for the Court Reporter and speak clearly and directly into the microphone

Phone - via "raising your hand"

1. To raise your hand, press *9
2. The project team will announce the last four digits of your phone number when it is your turn to speak
3. Press *6 to unmute and mute yourself
4. Please state your name or organization for the Court Reporter and speak clearly and directly into the phone

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アーティストのレンダリング

Link Union Station (Link US) Project

改定版意図の通知(NOI)スコーピングミーティング
NEPA 環境への影響に関する声明書
2020年10月8日

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Link US – 改訂版 NOI スコーピングミーティング

ミーティングのアジェンダとスケジュール

1. ミーティングのスケジュール (6–8pm)

- ライブのプレゼンテーション: 6:00–6:30pm
  - 紹介
  - メトロによるプレゼンテーション
  - 民間から口頭でご意見をいただくうえでの規則
- 民間から口頭でのご意見を伺う時間: 6:30–8:00pm

2. ミーティングへのアクセス

- バーチャルのオープンハウス (metro.net/linkus)
- ウェブのリンク: https://bit.ly/33aUWj6; Webinar ID: 824 7060 0907; Passcode: 454631
  - Enlace: https://bit.ly/35ktlym; ID de seminario web: 992 6797 8668; Contraseña: 671633
  - 网站链接 : https://bit.ly/32c3hDO; 网站编号: 714 1090 3307; 密码 : 747576
  - ウェブリンク: https://bit.ly/3hz3Vj8; ウェビナーID： 910 9789 3128; パスコード : 249710

書面でのご意見は2020年10月19日までに提出してください。

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Link US – 改訂版 NOI スコーピングミーティング

ミーティングのアジェンダとスケジュール

1. 紹介と背景
2. 改訂版 NOI スコーピングミーティングと NEPA プロセスの目的
3. Link US プロジェクトの概要
4. Malabar Yard オフサイトの基礎構造
5. ご意見を提出していただく方法
6. 民間からの口頭でのご意見

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紹介と背景

参加しているエージェンシー

1. 地元のプロジェクトスポンサー – メトロ
2. NEPA 主導エージェンシー – カリフォルニア高速鉄道局 (CHSRA)
3. NEPA 協力エージェンシー:
   - カリフォルニア州交通局 (カルトラン)
   - 南カリフォルニア・リージョナルレール・オーソリティ (メトロリンク)
4. NEPA 参加エージェンシー:
   - 連邦輸送機関 (FTA)
   - ロサンゼルス市
5. その他関与しているエージェンシーとパートナー:
   - カリフォルニア州輸送局 (CalSTA)
   - Vernon市
   - BNSF 鉄道

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紹介と背景

環境に関するプロセスのタイムライン

2016

- 5月 – NOIは環境に与える影響の説明書(EIS) と環境に与える影響の報告書(EIR)を共同で準備するために発行された（連邦鉄道局とメトロ：共同の先導エージェンシー）

2018

- 秋 – スタンドアローンの EIR が開始された

2019

- 1月から3月 - EIR ドラフトが45日間、見直しのために回覧された
- 6月 - 最終版EIR が認証された
- 7月 - CHSRA がdesignated as NEPA Lead Agency for Link USプロジェクトのため先導エージェンシーに任命された（連邦鉄道局とカリフォルニア州との間で施行されたNEPAアサイメント覚書に準拠している）
- 8月 – NEPA EIS がLink US プロジェクトのために再開始された

2020

- 9月から10月 – 改訂版 NOI は30日間、一般公開された

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NEPA プロセス

改訂版 NOI スコーピングミーティングの目的

1. 民間とエージェンシーに、以下の変更を伝えること:
   - ロサンゼルス川とロサンゼルスユニオンステーションのところの、BNSF West Bank Yardにあるストレージ線路を取り除く
   - Vernon市にあるBNSF's Malabar Yard で、新しいオフサイトの基礎構造
2. 民間とエージェンシーに、改訂版NOIの30日間の民間意見聴取期間（2020年9月18日から2020年10月19日）について知らせることこと
3. 以下について、民間とエージェンシーからのインプットを求める:
   - EISドラフトのスコープ
   - 代替案の範囲も含めて、提案されたアクションの分析のスコープ

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NEPA プロセス

NEPA 環境に関する再検討の主要マイルストーン

現時点

マイルストーン I

- 改訂版 NOI
- 30日間の公開スコーピング期間
- 公開スコーピングミーティング

マイルストーン II

- Draft EIS ドラフトを発表
- 民間意見の聴取期間
- 公聴会

マイルストーン III

- 最終版 EISを 公開
- コメントへの返答

マイルストーン IV

- 決定の記録 (ROD)

民間の皆様には、各マイルストーンで引き続き関与していただきます

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NEPA プロセス

セクション106 コンサルテーションのプロセス

1. カリフォルニア高速鉄道局と メトロは、NEPAプロセスと並行して米国国家歴史保全法に準拠しています。
   - セクション106のコンサルティングパーティーに加わろうとするいかなる当事者でも、そのコメントをCHSRAあるいはメトロに知らせなければならない。
2. セクション106のプロセスに現在参加している地元当局は、以下が含まれます:
   - カルトラン第7地区
   - ロサンゼルス市開発計画局
   - ロサンゼルス市歴史的資源研究室
   - ロサンゼルス市文化遺産委員
   - Vernon市

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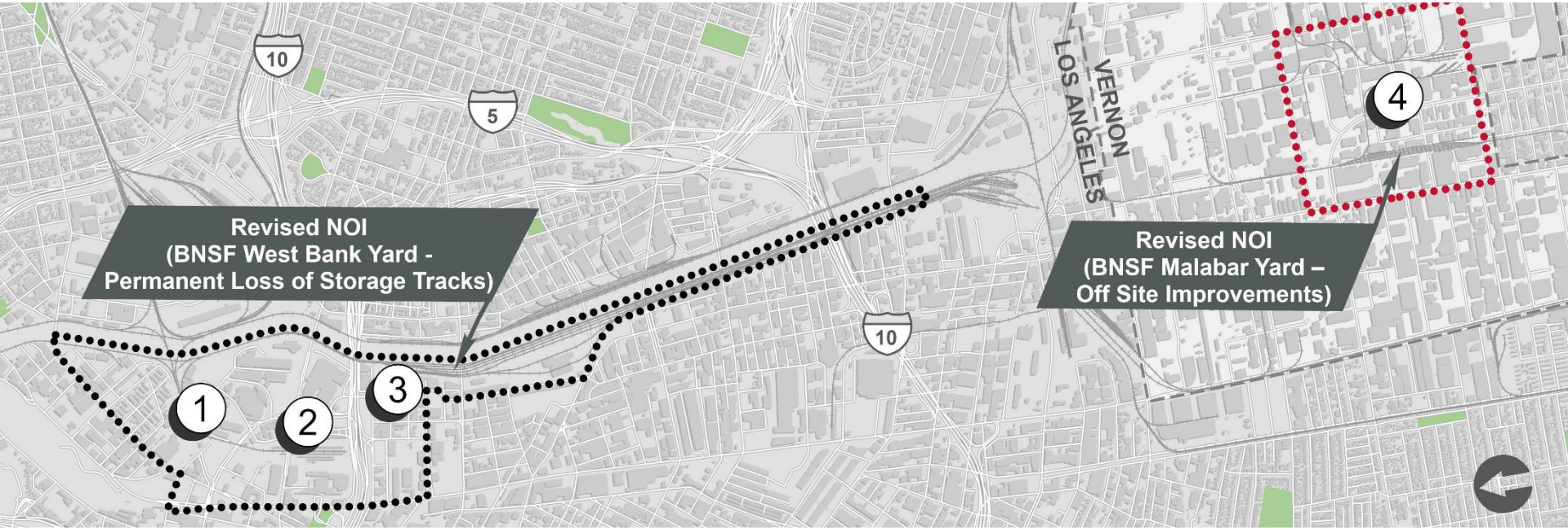
Link US プロジェクトの概要

プロジェクトの主要素

1. 新しいリードトラックと高くしたレールヤード
2. 新しい乗客用コンコース
3. ランスルー線路 (ユニオンステーション南に線路10本まで)
4. Malabar Yard (Vernon市)



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Link US プロジェクトの概要

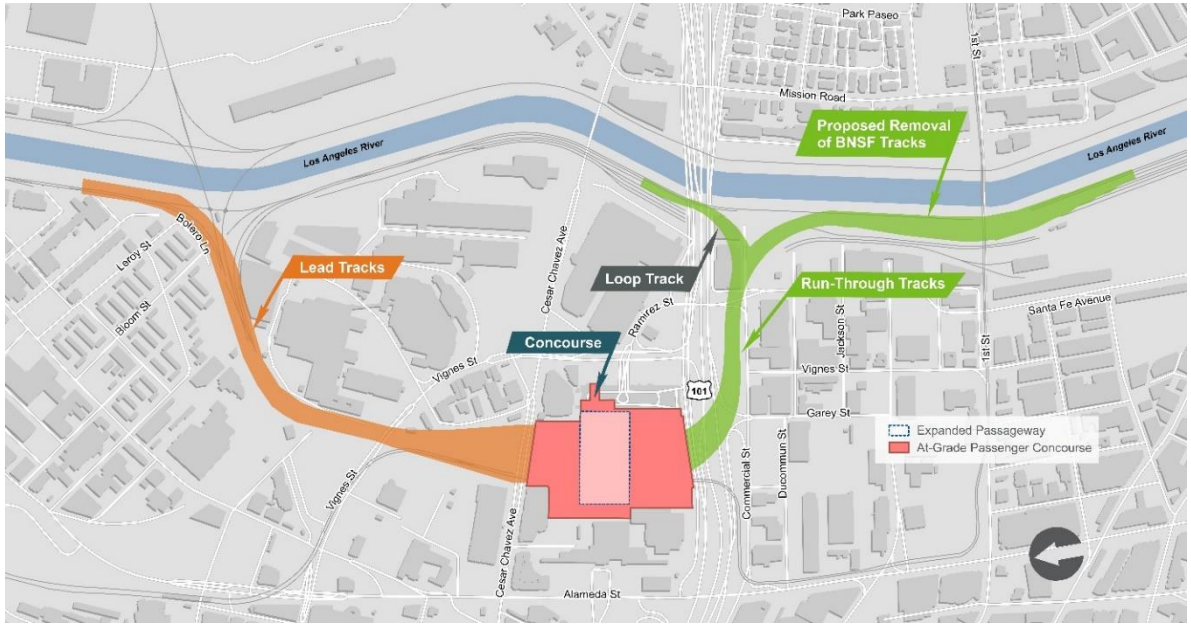
NEPA EIS ビルド代替案

ビルド代替案1

1. 共有のリードトラック
2. 拡張した通路
3. ランスルー線路を10本まで（ループトラックなし）
4. マラバルヤードオフサイトインフラストラクチャ

ビルド代替案2

1. 専用のリードトラック
2. At-Grade 乗客用コンコース
3. ランスルー線路を10本まで（ループトラックと）
4. マラバルヤードオフサイトインフラストラクチャ



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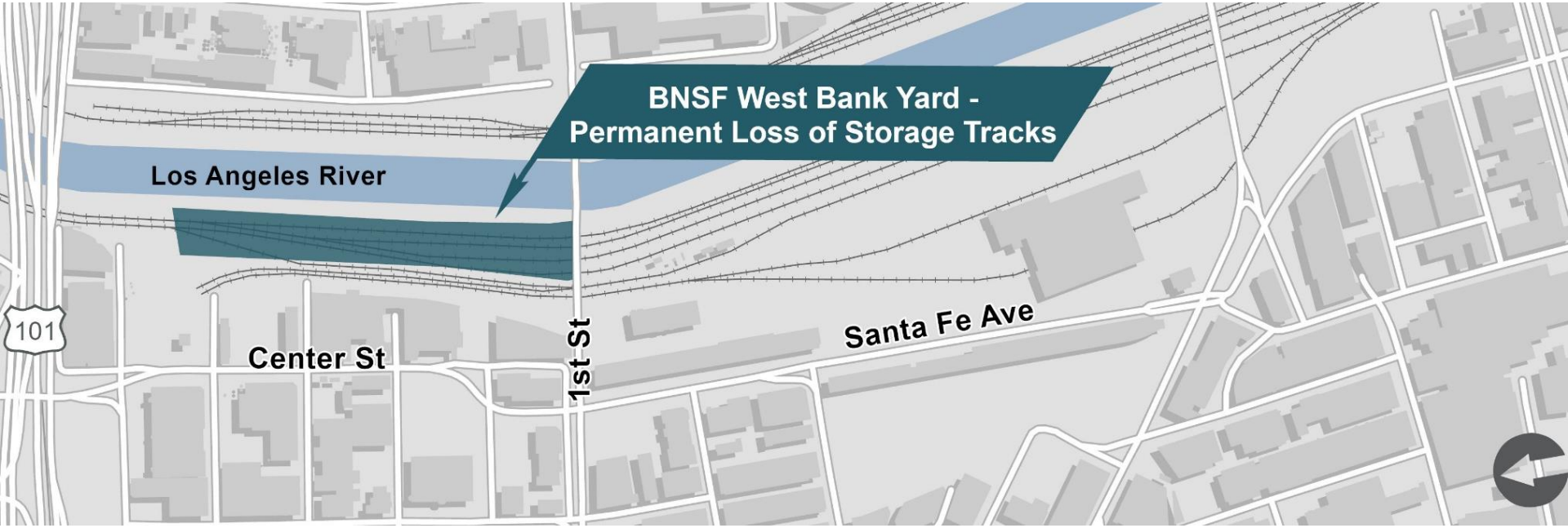
Link US プロジェクトの概要

BNSF West Bank Yard で永久的に保管線路を失う

1. 主幹線路につなげるために、将来のHSRへの対応ができる
2. First Street北側のBNSF West Bank Yard のところで、約5,000フィートの保管線路を永久的に失う結果になる



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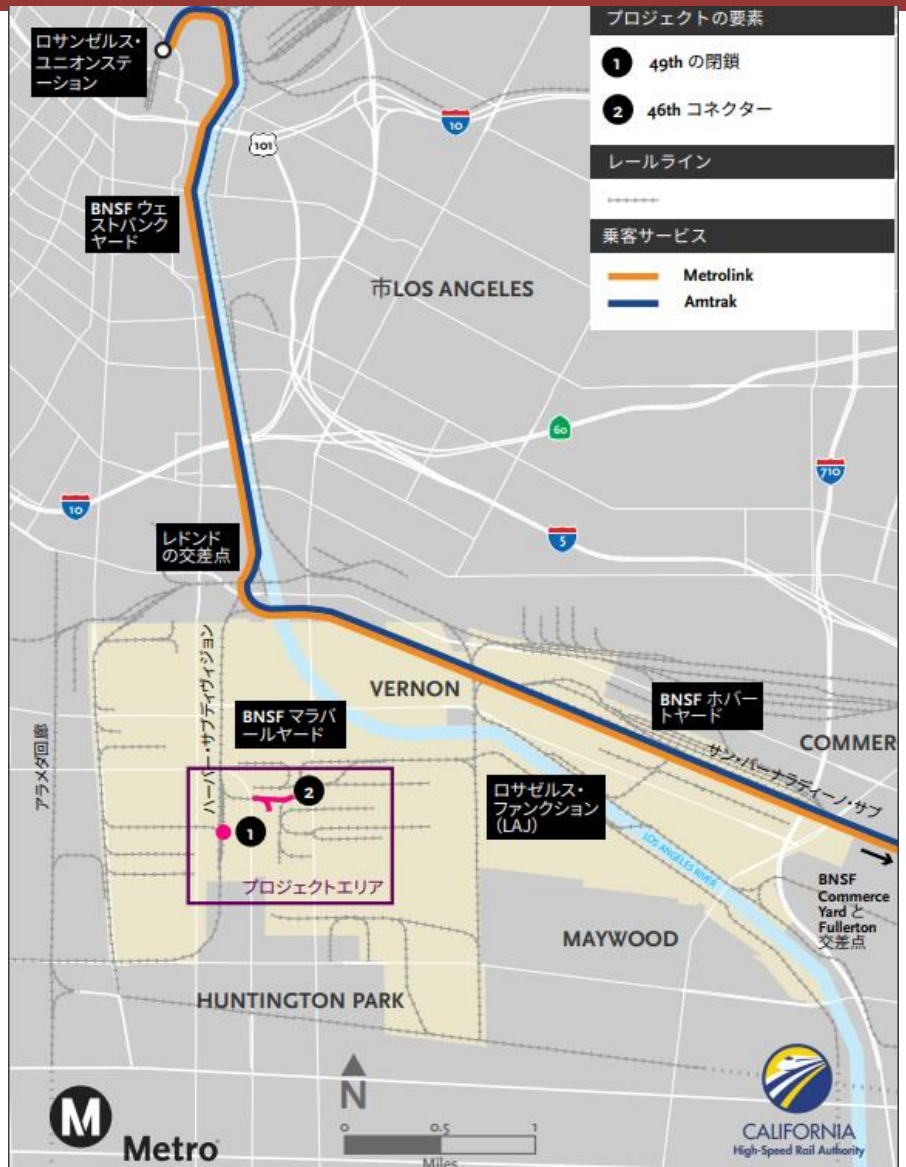
Malabar Yard オフサイトの基礎構造

プロジェクトエリアの概要（Vernon市）



Malabar Yard オフサイトの基礎構造

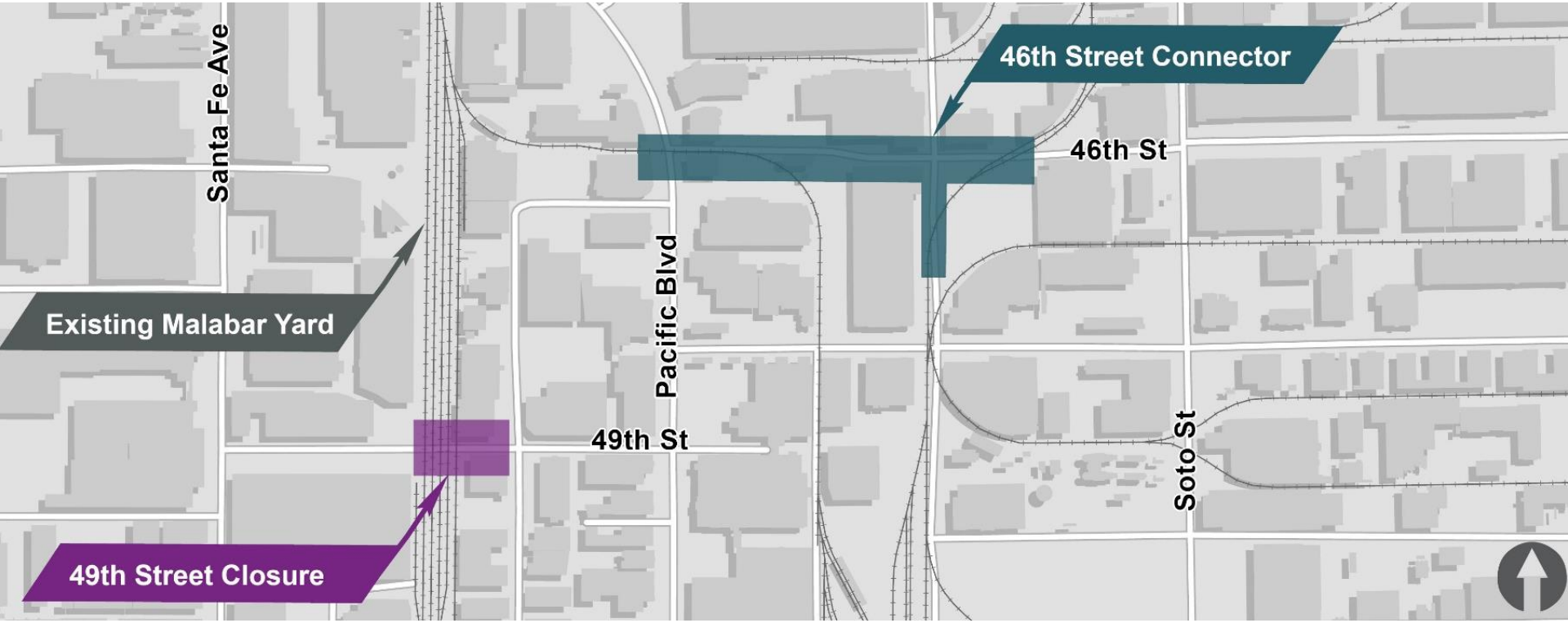
改定版 NOI - BNSF Malabar Yard

1. 49th Street 閉鎖

- 49th Streetにかかる at-grade 鉄道踏切の閉鎖

2. 46th Street コネクター

- 46th Streetに沿って新しい1000フィートの線路



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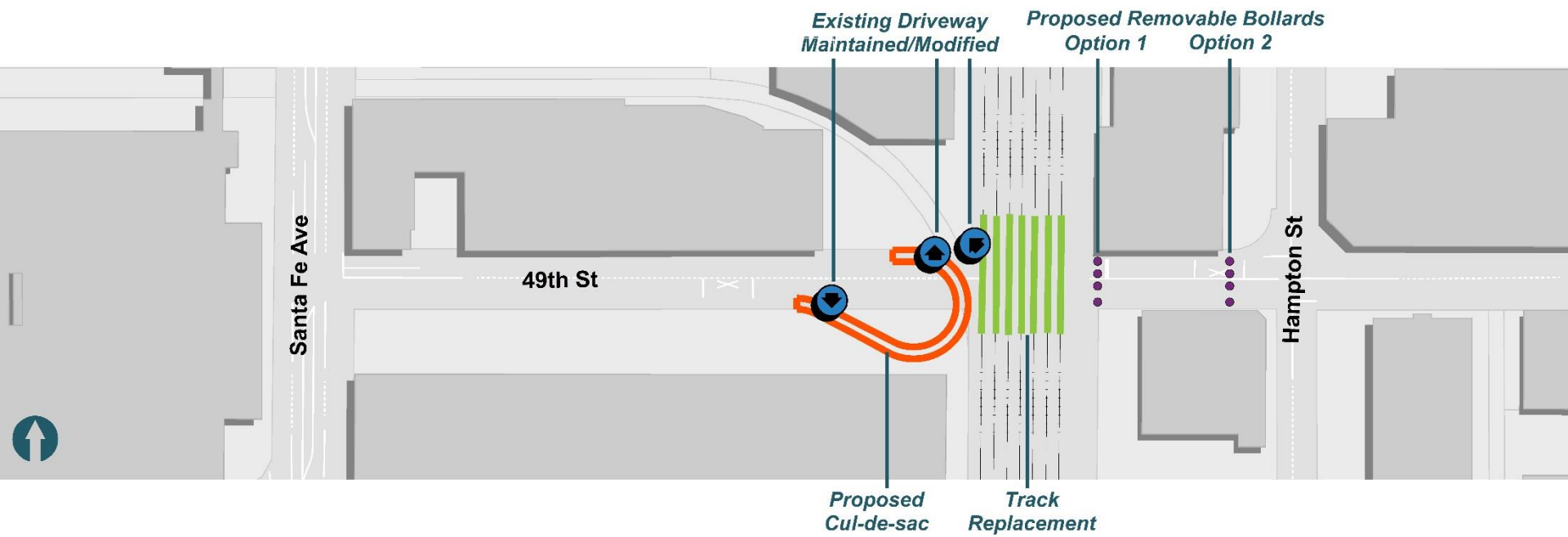
Malabar Yard オフサイトの基礎構造

49th Street 閉鎖 (Vernon市)



ドラフト－10%予備設計（コンセプトのみ）

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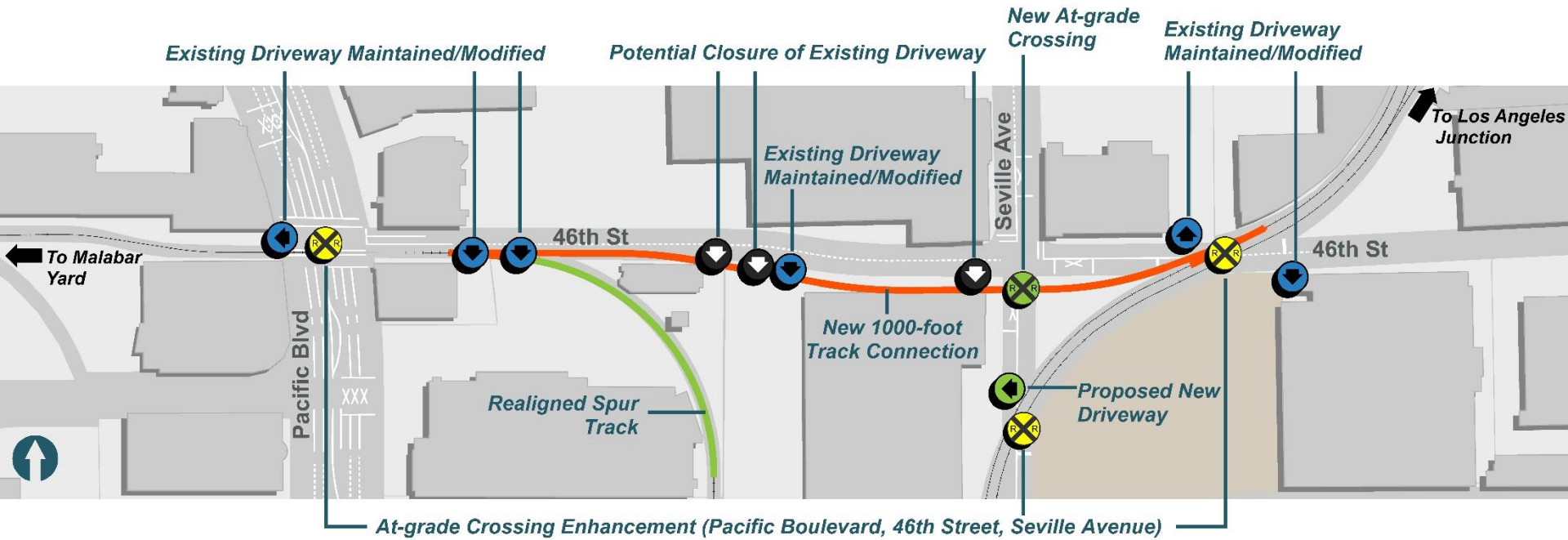
Malabar Yard オフサイトの基礎構造

46th Street コネクター (Vernon市)



待ち行列の分析で考慮すること:

1. 2040年までに、毎日11本までの電車がMalabar Yard に出入りする
2. Trains 電車はおよそ7,000 から10,000 の長さ
3. 通過する電車の大多数が午前と午後の ピークの時間帯（午前7時から9時と、午後4時から6時）外

ドラフト－10%予備設計（コンセプトのみ）

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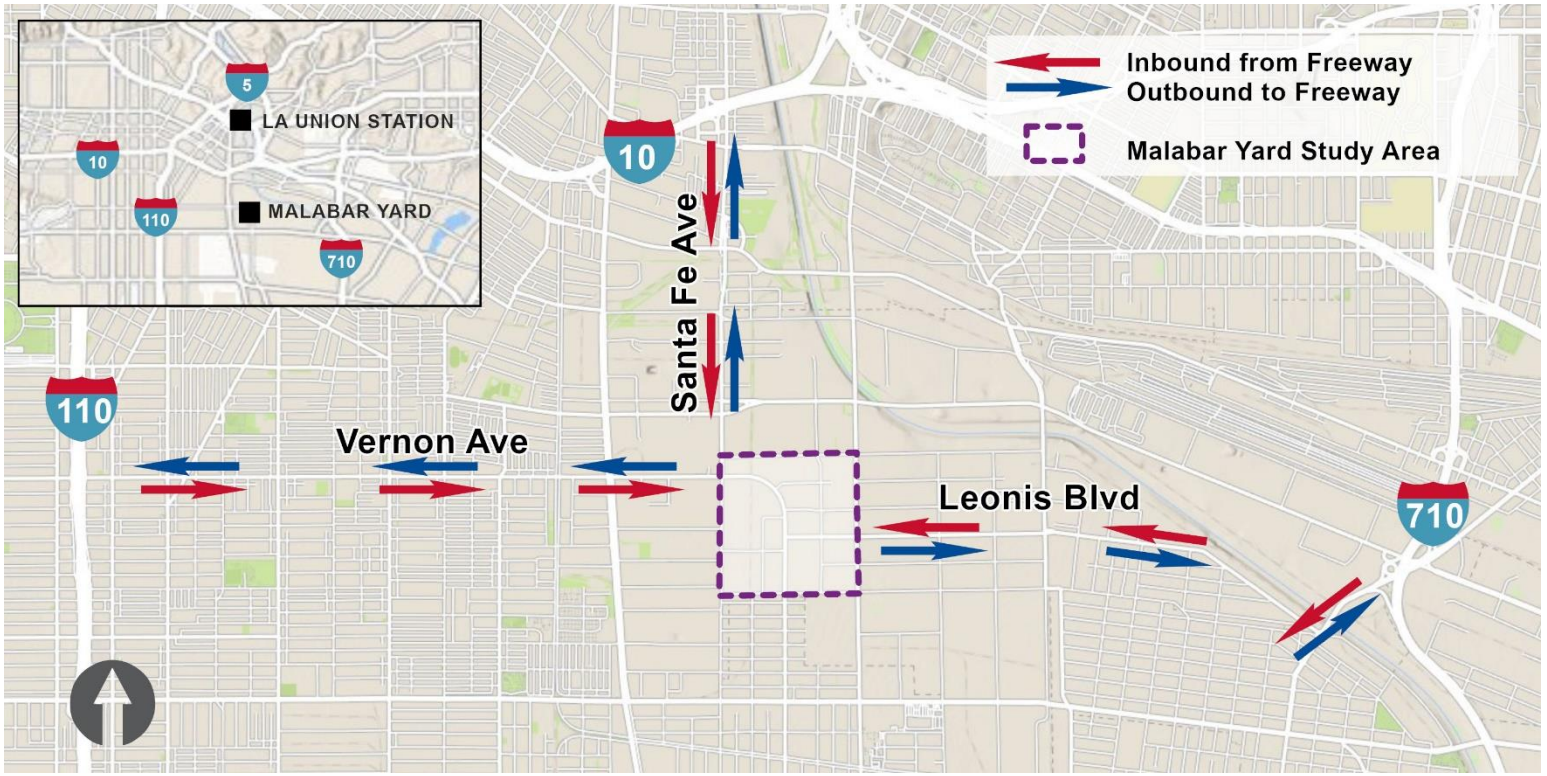
Malabar Yard オフサイトの基礎構造

交通調査

1. ビジネス維持のためのフリーウェイへのアクセス
2. Vernon Avenue、Santa Fe Avenue、Leonis Boulevard から、I-110、I-10、I-710のフリーウェイに直接アクセスできる



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Malabar Yardオフサイトの基礎構造

交通調査

1. サービス水準 (LOS) の分析:
   - 10 箇所の交差点
   - 11 箇所の車道セグメント
2. 循環とアクセスの分析:
   - 16 箇所のドライブウェイ
3. 待ち行列の分析:
   - 4 箇所の鉄道踏切が考慮するのは:
     - 46th Street コネクターを使って毎日 Malabar Yard に出入りするBNSF電車の本数
     1. 電車の速度と長さ
     2. 電車が走る時間帯

交通調査のエリア

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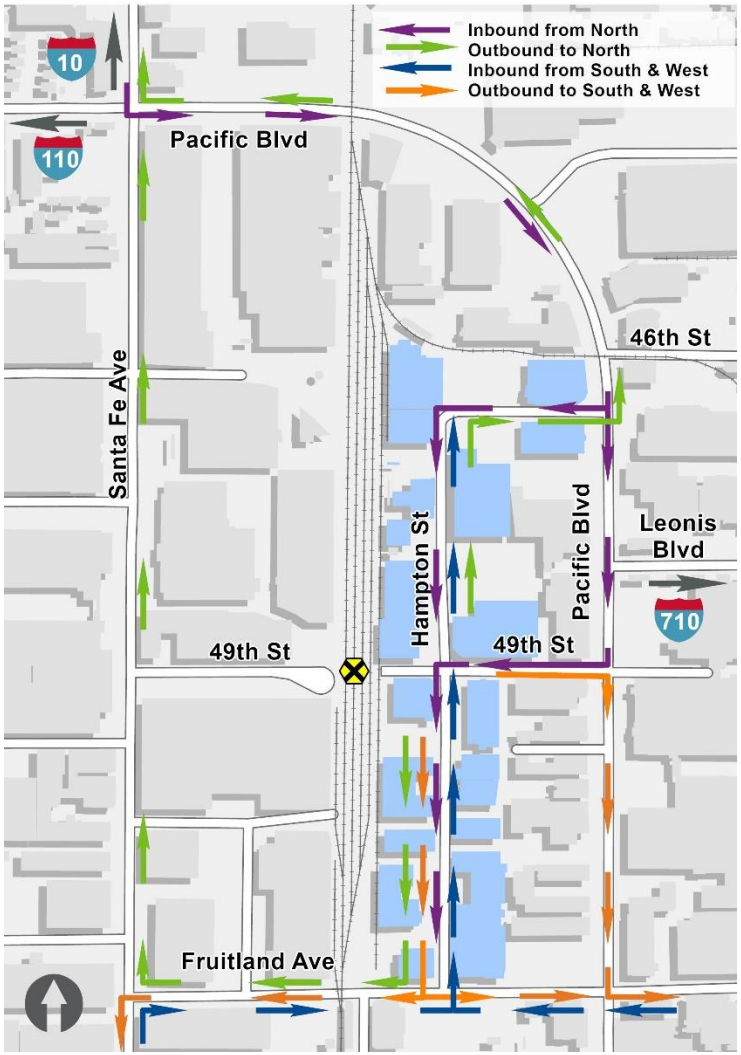
Malabar Yardオフサイトの基礎構造

49th Street 閉鎖 – 提案された交通循環のルート

Malabar Yardの東側の土地双方向へのアクセス（Santa Fe Avenue双方向):

- Hampton Street と Pacific Boulevardを通ってSanta Fe Avenueへ
- 49th Street と Pacific Boulevard を通ってSanta Fe Avenueへ
- Hampton Street , Fruitland Avenue と Pacific Boulevard を通って Santa Fe Avenueへ



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Malabar Yardオフサイトの基礎構造

49th Street 閉鎖 – 提案された交通循環のルート

Malabar Yard の西側の土地双方向へのアクセス（Pacific Boulevard双方向):

- Santa Fe Avenueを通り Pacific Boulevardへ
- 49th Street, Santa Fe Avenue, Fruitland Avenueを通り Pacific Boulevardへ
- Via Santa Fe Avenueを通りFruitland Avenue、Pacific Boulevardへ

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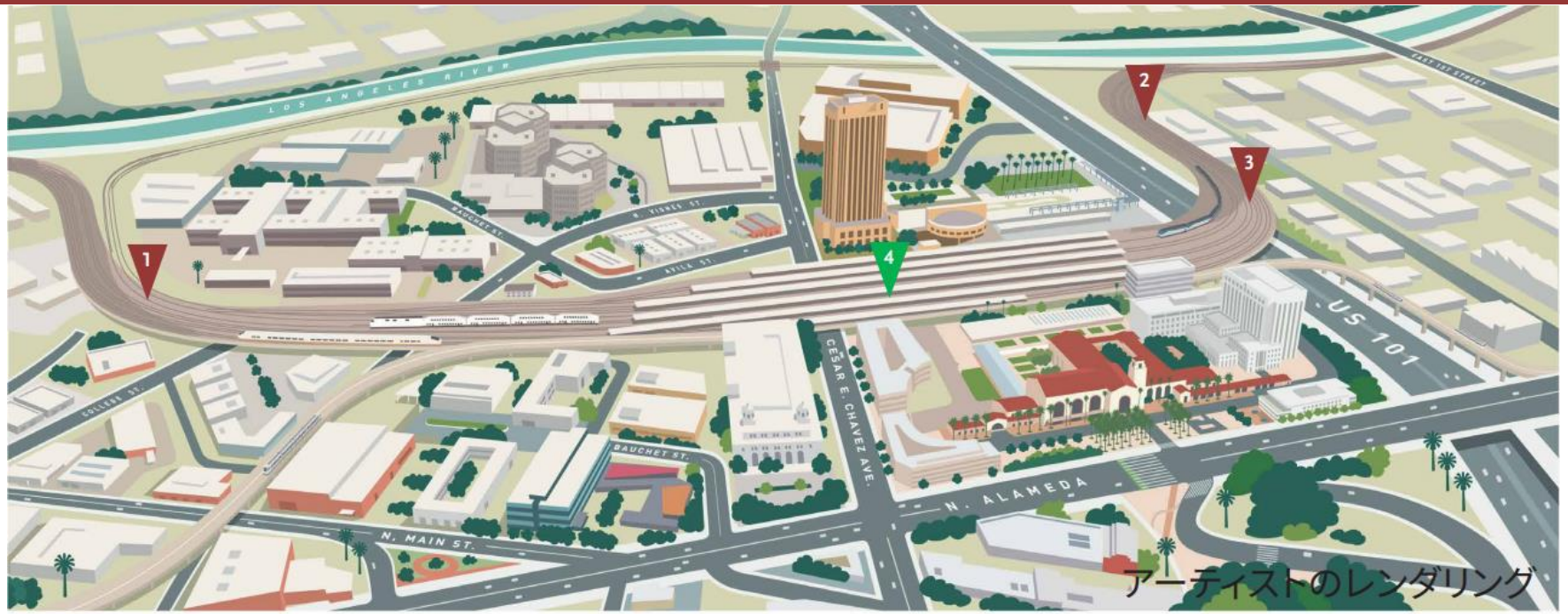
Link US プロジェクトの概要

フェーズと資金



アーティストのレンダリング

A期 資金

第1部分 - 咽喉区域

1. 铁路信号、通讯和铁轨工作
2. 公用事业搬迁

第2 部分 –商业街和中央街

1. 财产收购
2. 公用事业搬迁

第3部分–试车和试车

1. US-101上的高架桥结构（全宽）
2. 来自联合车站月台 4到主线轨道的两条贯穿轨道
3. 信号与通讯

B期 资金提供なし

第4部分-铁路堆场/客运大厅区

1. 铁路堆场的建设, 新的引导轨道, 新的月台, 以及新楼梯 ,自动扶梯
2. 与客运大厅相关的改进
3. 添加剩余的贯穿轨道（共10条）

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有難うございました – 今後とも宜しくお願いします

Link US プロジェクトチーム

Dan McKell, CHSRA, NEPA課題の担当マネジャー

Jeanet Owens, P.E., メトロ、リージョナルレール担当、上級役員

Vincent Chio, P.E., メトロ、リージョナルレール担当ディレクター

Danielle Valentino, メトロ、地域渉外担当

追加情報は、右の連絡先にアクセスしてください：

213.922.2524

LinkUnionStation@metro.net

www.metro.net/linkus

facebook.com/regionalrail

facebook.com/losangelesmetro

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新しいプロジェクト要素に関するご意見の提出方法

民間からの意見聴取期間: 2020年9月18日から2020年10月19日

ライブイベントでご意見を伺う場合

1. Zoom会議中に口頭でのべる
2. 参加するための電話By Phone via call in number
3. Zoom会議中にチャット欄に意見を書く
4. バーチャル会議室のコメントデスクにある用紙をお使いください。linkunionstation.com

ライブイベント後にご意見をいただく場合

1. Email (メールアドレスは以下をご覧ください)
2. 電話番号: 213.922.2524
3. バーチャル会議室のコメントデスクにある用紙をお使いください。linkunionstation.com

書面でのご意見は以下にお送りください:

1. Dan McKell, NEPA Assignment Manager
   California High-Speed Rail Authority, Environmental Services Branch
   770 L Street, Suite 620, Sacramento, CA 95814|
   Dan.McKell@hsr.ca.gov

2. Vincent Chio, Director of Program Management
   Los Angeles County Metropolitan Transportation Authority, Regional Rail
   One Gateway Plaza (Mail Stop 99-17-2), Los Angeles, CA 90012
   linkunionstation@metro.net

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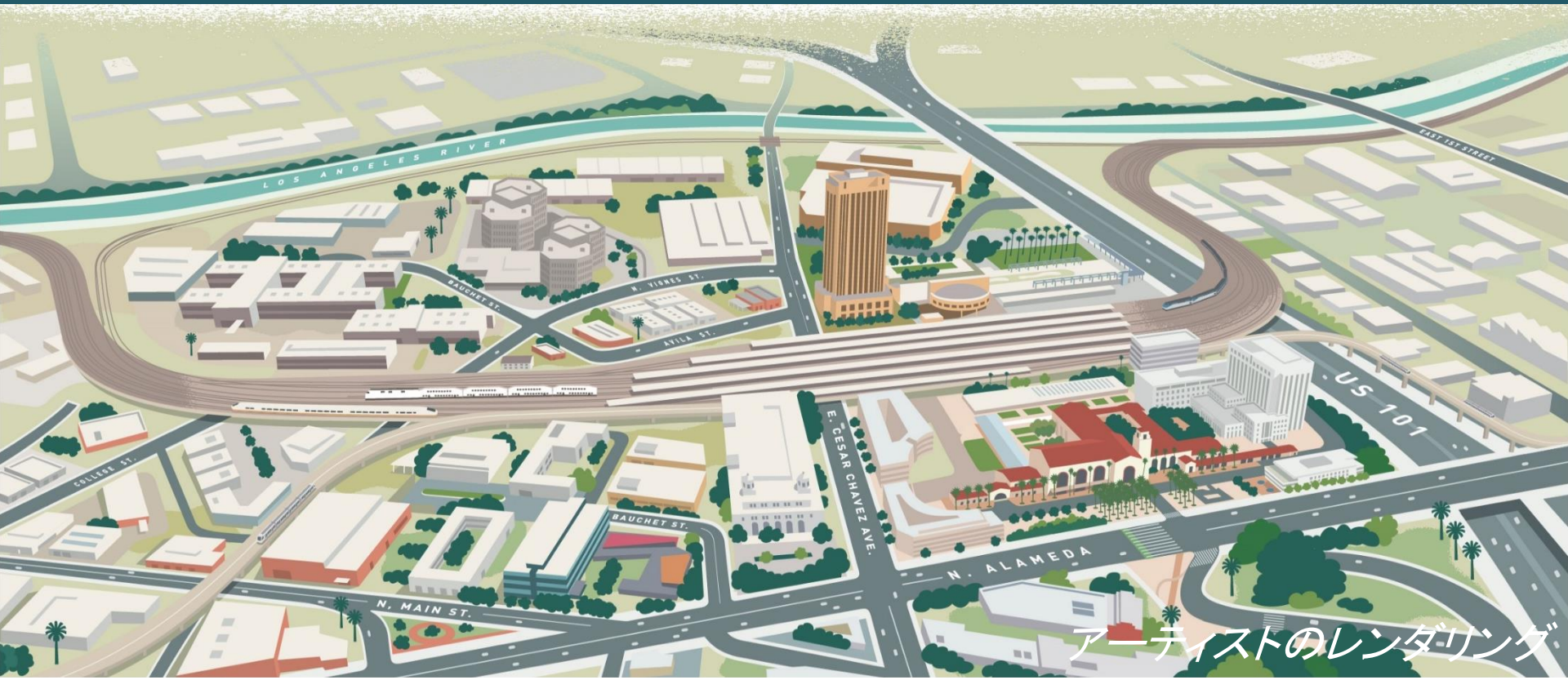
民間から口頭でのご意見をうかがう



アーティストのレンダリング

6:30-8pm

司会は Patrick O’Neil – HDR

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ご意見、ご質問を提出していただく方法

オンラインあるいはお電話でも口頭でご意見を話してだけます

オンライン – チャットボックスか “raising your hand（挙手）”機能で

1. 挙手するためには、参加者の横の矢印をクリックし、お名前の横にある3ドットをクリックしてください。
   - “Raise Hand オプション”があります。
2. プロジェクトチームがお名前を呼び上げ、アンミュートしたら発言してください。
3. 法廷速記者にお名前と組織名を伝え、マイクに向かってはっきりと発言してください。

電話 - “raising your hand（挙手）”機能で

1. 挙手するためには、*9を押してください。
2. Tプロジェクトチームがお電話番号の下四桁を発表したら、あなたが発言する順番です。
3. Press *6 を押してアンミュート、ミュートを行ってください。
4. 法廷速記者にお名前と組織名を伝え、電話に向かってはっきり発言してください。

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Ilustraciones conceptuales

Proyecto Link Union Station (Link US)

Reunión de Alcance de Notificación Revisada de Intención (NOI)
Declaración de Impacto Ambiental de NEPA
8 de octubre de 2020

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Link US – Reunión de Alcance Revisada de NOI

Agenda de la Reunión y el Horario

1. Horario de la Reunión (6–8pm)

- Presentación en Vivo: 6–6:30pm
  - Introducciones
  - Presentación de Metro
  - Reglas para el Comentario Público Oral 6:30–8pm

2. Accesso a la Reunión

- Exposición Virtual (metro.net/linkus)
- Web Link: https://bit.ly/33aUWj6; Webinar ID: 824 7060 0907; Passcode: 454631
  - Enlace: https://bit.ly/35ktlym; ID de seminario web: 992 6797 8668; Contraseña: 671633
  - 网站链接：https://bit.ly/32c3hDO; 网站编号: 714 1090 3307; 密码：747576
  - ウェブリンク: https://bit.ly/3hz3Vj8; ウェビナーID： 910 9789 3128; パスコード: 249710

Los comentarios por escrito deben recibirse antes del 19 de octubre de 2020

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Link US – Reunión de Alcance Revisada de NOI

Agenda de la Reunión y el Horario

1. Introducción y Antecedentes
2. Propósito de la Reunión de Alcance de NOI Revisada y el Proceso de NEPA
3. Descripción General del Proyecto Link US
4. Infraestructura Externa de Malabar Yard
5. Cómo Enviar sus Comentarios
6. Comentarios Orales Públicos

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Introducción y Antecedentes

Agencias Involucradas

1. Patrocinador de Proyecto Local– Metro
2. Agencia Líder de NEPA – Autoridad de Trenes de Alta Velocidad de California (CHSRA)
3. Agencias Cooperantes de NEPA:
   - Departamento de Transporte de California (Caltrans)
   - Autoridad Ferroviaria Regional del sur de California (Metrolink)
4. Agencias Participantes de NEPA:
   - Administración Federal de Tránsito (FTA)
   - La Ciudad de Los Ángeles
5. Otros Agencias y Socios Involucrados:
   - La Agencia de Transporte del Estado de California (CalSTA)
   - La Ciudad de Vernon
   - Ferrocarril BNSF

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Introducción y Antecedentes

Cronograma de Proceso Ambiental

2016

- Mayo - NOI emitido para la preparación de la Declaración de Impacto Ambiental Conjunto (EIS) / Informe de Impacto Ambiental (EIR) (FRA y Metro: Agencias Líderes Conjuntas)

2018

- Otoño: EIR independiente iniciado

2019

- Enero a marzo: el primer EIR circula para revisión pública de 45 días
- Junio - Certificación EIR final
- Julio - CHSRA designada como Agencia líder de NEPA para el Proyecto Link US (de conformidad con el MOU de asignación de NEPA ejecutado entre FRA y el estado de California)
- Agosto: NEPA EIS reiniciado para el Proyecto Link US

2020

- Septiembre a octubre: NOI revisado publicado para revisión pública de 30 días

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Proceso de NEPA

Propósito de la Reunión de Alcance Revisada de NOI

1. Informar al público y a las agencias de los siguientes cambios:
   - Eliminación de las vías de almacenamiento en el BNSF West Bank Yard junto al río Los Ángeles y al sur de Los Ángeles Union Station
   - Nueva infraestructura externa en Malabar Yard de BNSF en la ciudad de Vernon
2. Informar al público y a las agencias del período revisado de comentarios públicos de 30 días del NOI (18 de septiembre de 2020 hasta el 19 de octubre de 2020)
3. Solicite la opinión del público y de la agencia sobre lo siguiente:
   - Alcance del primer EIS
   - Alcance del análisis de la acción propuesta, incluyendo la gama de alternativas

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Proceso de NEPA

Etapas clave de la revisión ambiental de la NEPA

Estamos Aqui

ETAPA I

- Aviso de intención revisado
- Período de evaluación pública de 30 días
- Reunión de Alcance público

ETAPA II

- Publicar la primera versión de la Declaración de Impacto medioambiental (DEIS)
- Período de comentarios públicos
- Audiencia pública

ETAPA III

- Publicar la Declaración de impacto ambiental (FEIS) final
- Respuestas a comentarios

ETAPA IV

- Registro de Decisión (ROD)

Participación Pública Continua en Cada Etapa

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Proceso de NEPA

Proceso de Consulta de la Sección 106

1. CHSRA y Metro están cumpliendo con la Ley Nacional de Preservación Histórica (NHPA) en paralelo con el proceso de NEPA
   - Cualquier parte interesada en convertirse en un consultor de la Sección 106 debe informar a la CHSRA o Metro en sus comentarios.
2. Agencias locales que actualmente están participando en la Sección 106 incluyen:
   - Distrito 7 de Caltrans
   - Departamento de Planificación de la Ciudad de Los Ángeles
   - Oficina de Recursos Históricos de la Ciudad de Los Ángeles
   - Comisión de Patrimonio Cultural de la Ciudad de Los Ángeles
   - Ciudad de Vernon

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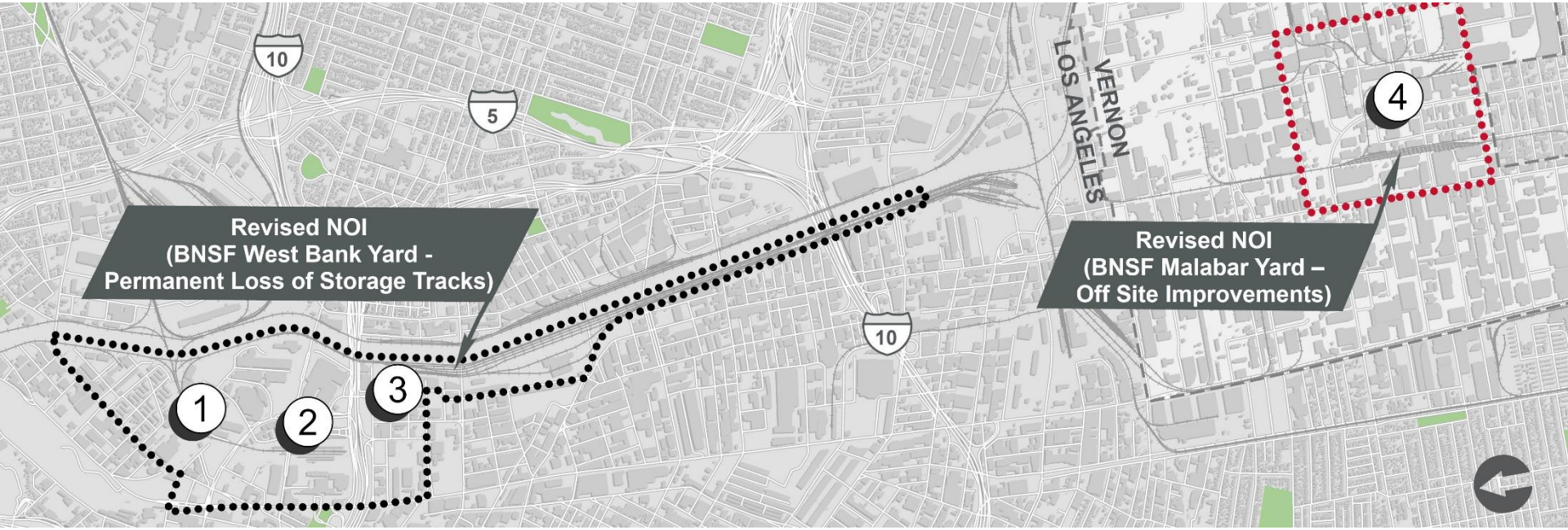
Descripción General del Proyecto Link US

Componentes Principales del Proyecto

1. Nuevas vías de plomo y patio de rieles elevado
2. Nuevo vestíbulo de pasajeros
3. Pistas de ejecución (hasta 10 pistas al sur de Los Ángeles Union Station)
4. Malabar Yard (Ciudad de Vernon)



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Descripción General del Proyecto Link US

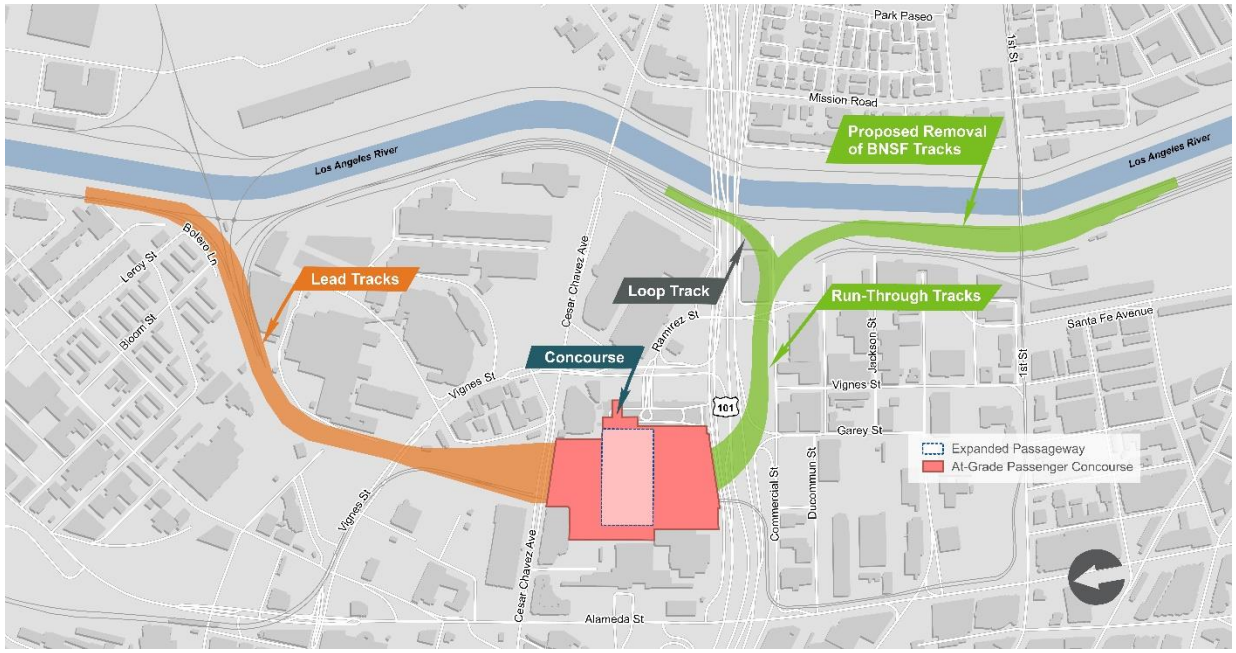
Alternativas de Construcción de NEPA EIS

Construir Alternativa 1

1. Pistas Principales Compartidas
2. Pasillo Ampliado
3. Hasta 10 Pistas de Ejecución (Sin Pista de Bucle)
4. Infraestructura Externa de Malabar Yard

Construir Alternativa 2

1. Pistas Principales Dedicadas
2. Vestíbulo de Pasajeros a Nivel
3. Hasta 10 pistas de ejecución (con pista de bucle)
4. Infraestructura Externa de Malabar Yard



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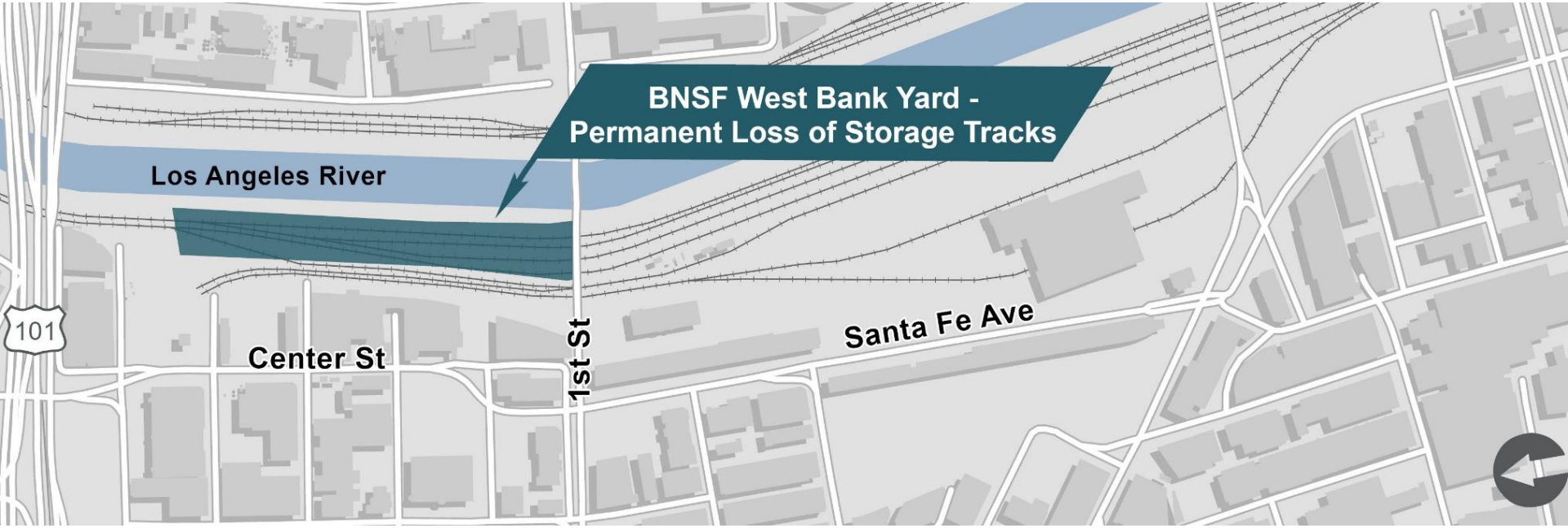
Descripción General del Proyecto Link US

Pérdida Permanente de Tachuelas de Almacenamiento de BNSF West Bank Yard

1. Permite el alojamiento de futuros trenes HSR para conectarse a las vías de la línea principal
2. Resulta en una pérdida permanente de aprox. 5,000 pies de vías de almacenamiento en BNSF West Bank Yard al norte de la calle 1



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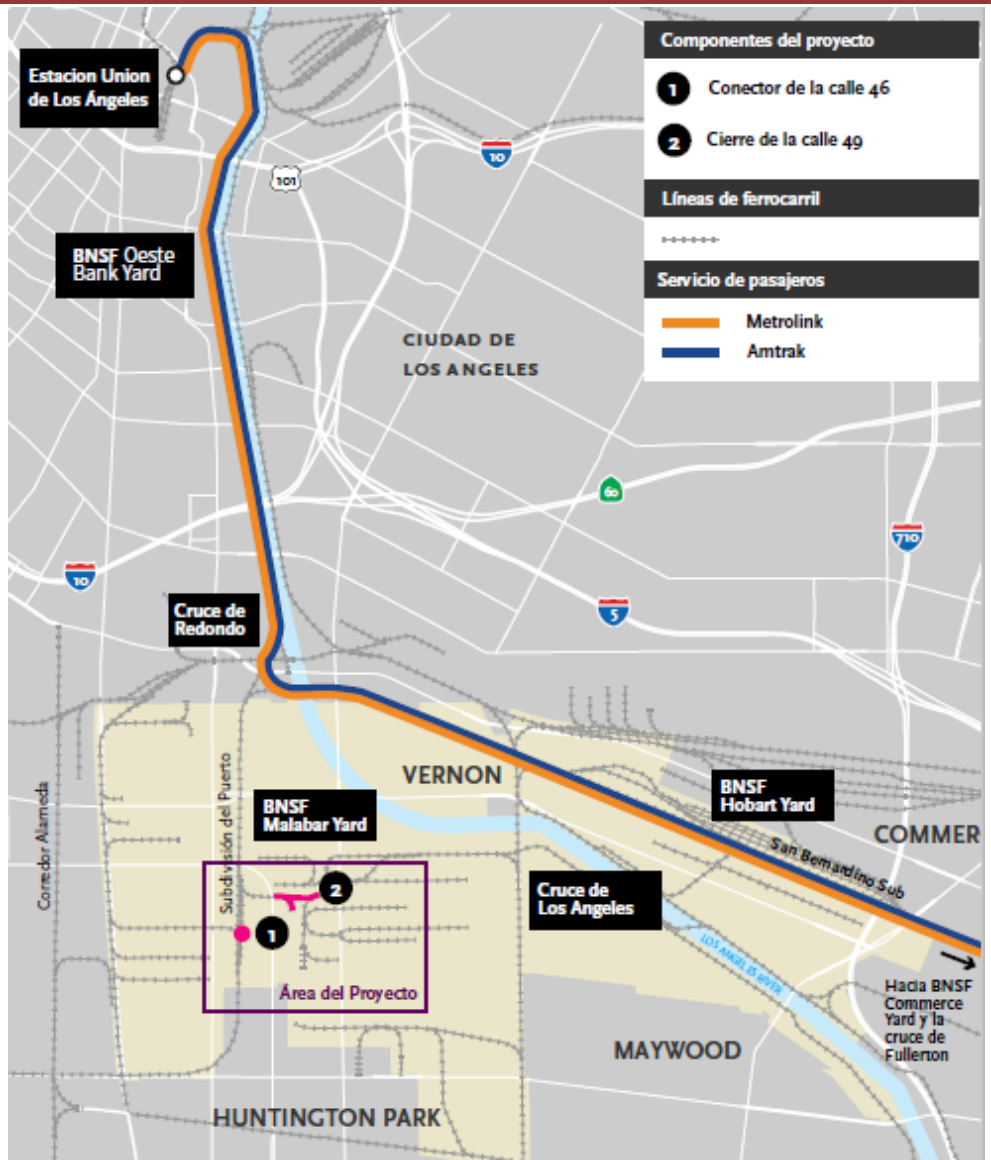
Infraestructura Externa de Malabar Yard

Descripción General del área el Proyecto (Ciudad de Vernon)



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Infraestructura Externa de Malabar Yard

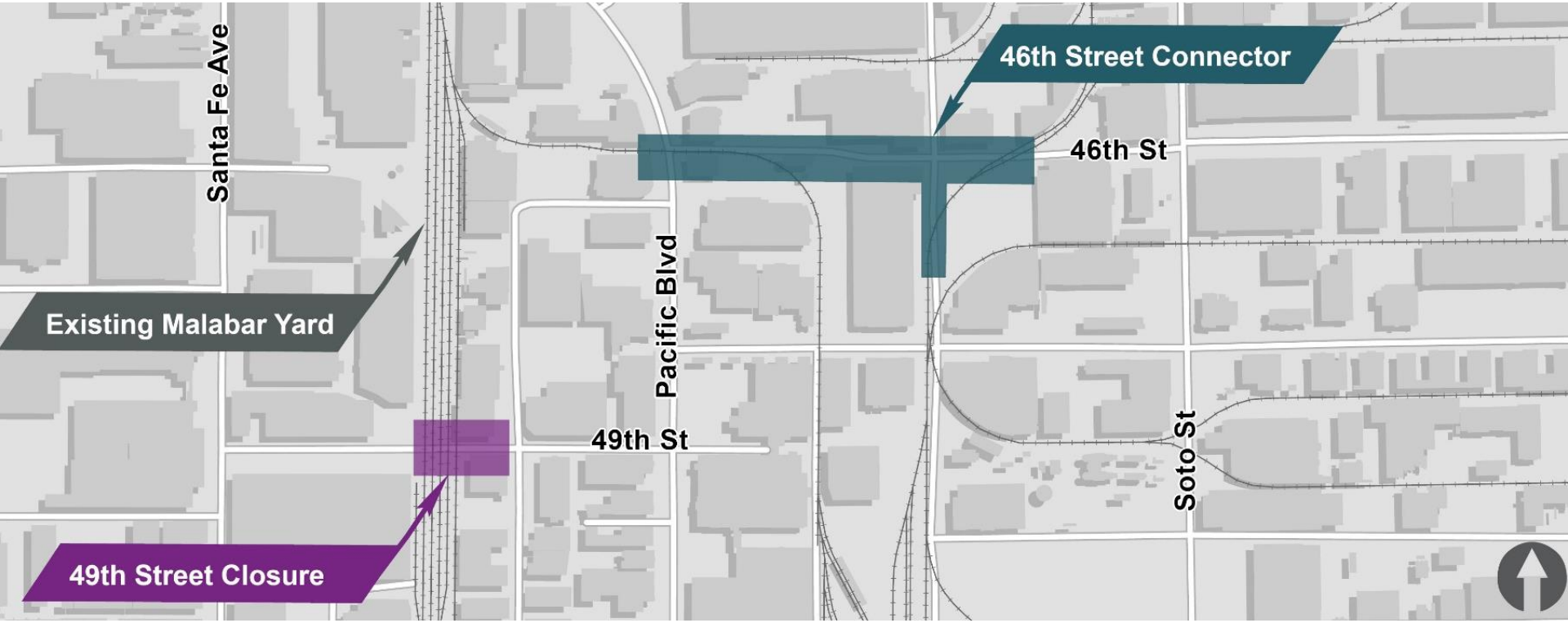
NOI Revisada- BNSF Malabar Yard

1. Cierre de la Calle 49

- Cierre del cruce de ferrocarril a nivel en la calle 49

2. Conector de la Calle 46

- Nueva conexión de vía de 1,000 pies a lo largo de la calle 46



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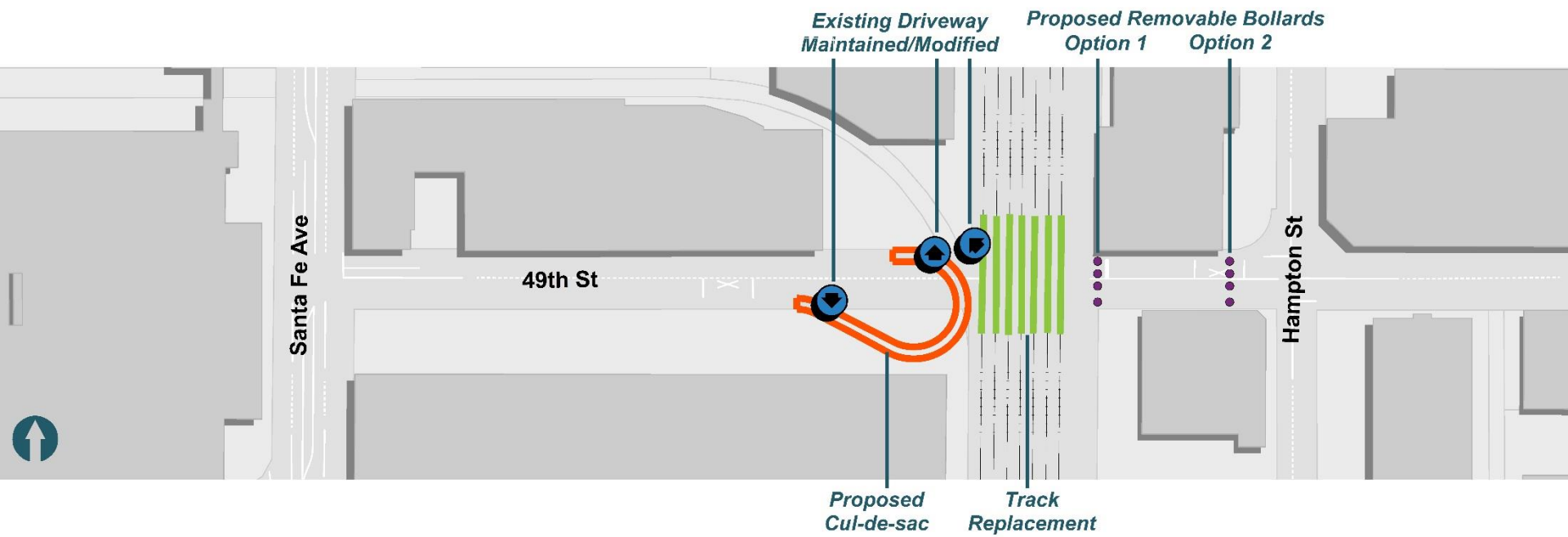
CALIFORNIA High-Speed Rail Authority

Infraestructura Externa de Malabar Yard

Cierre de la Calle 49 (La Ciudad de Vernon)



Primera versión - 10% de diseño preliminar (solo concepto)

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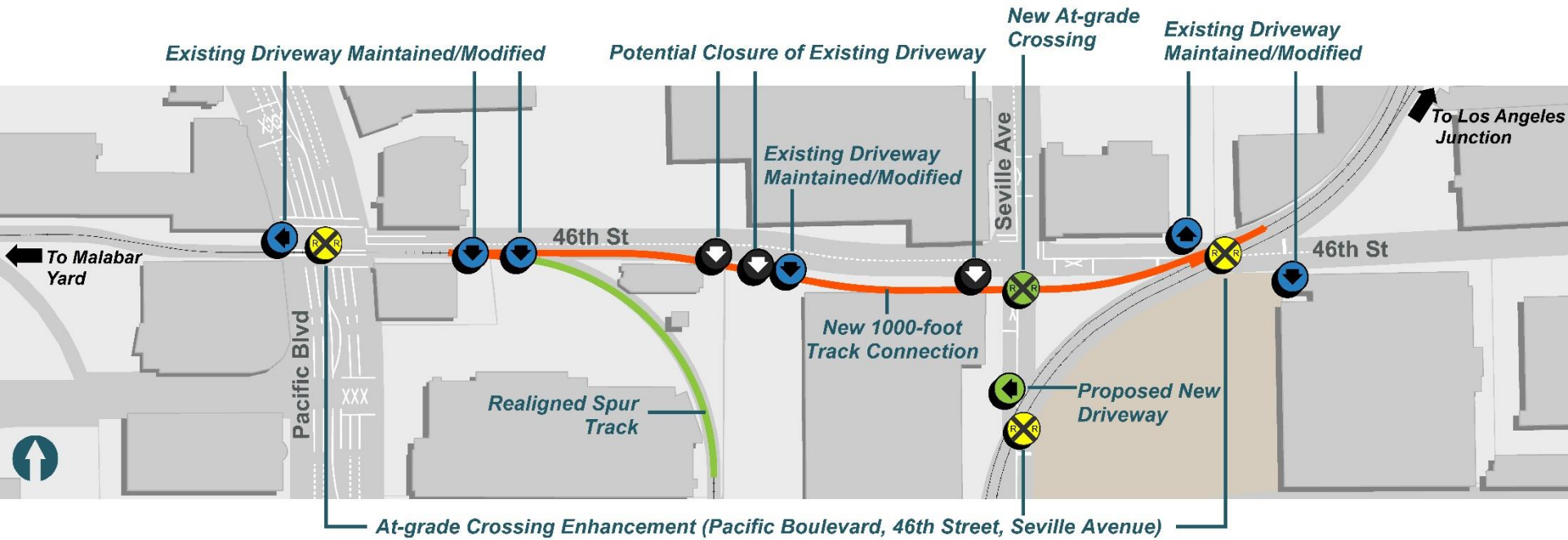
Infraestructura Externa de Malabar Yard

Conector de la Calle 46 (La Ciudad de Vernon)



El análisis de colas considerará:

1. Hasta 11 trenes diarios de entrada y salida de Malabar Yard para 2040
2. Trenes de aproximadamente 7,000 a 10,000 pies de largo
3. La mayoría de los trenes que viajan fuera de los períodos pico AM y PM (de 7 a.m. a 9 a.m. y de 4 p.m. a 6 p.m.)

Primera versión - 10% de diseño preliminar (solo concepto)

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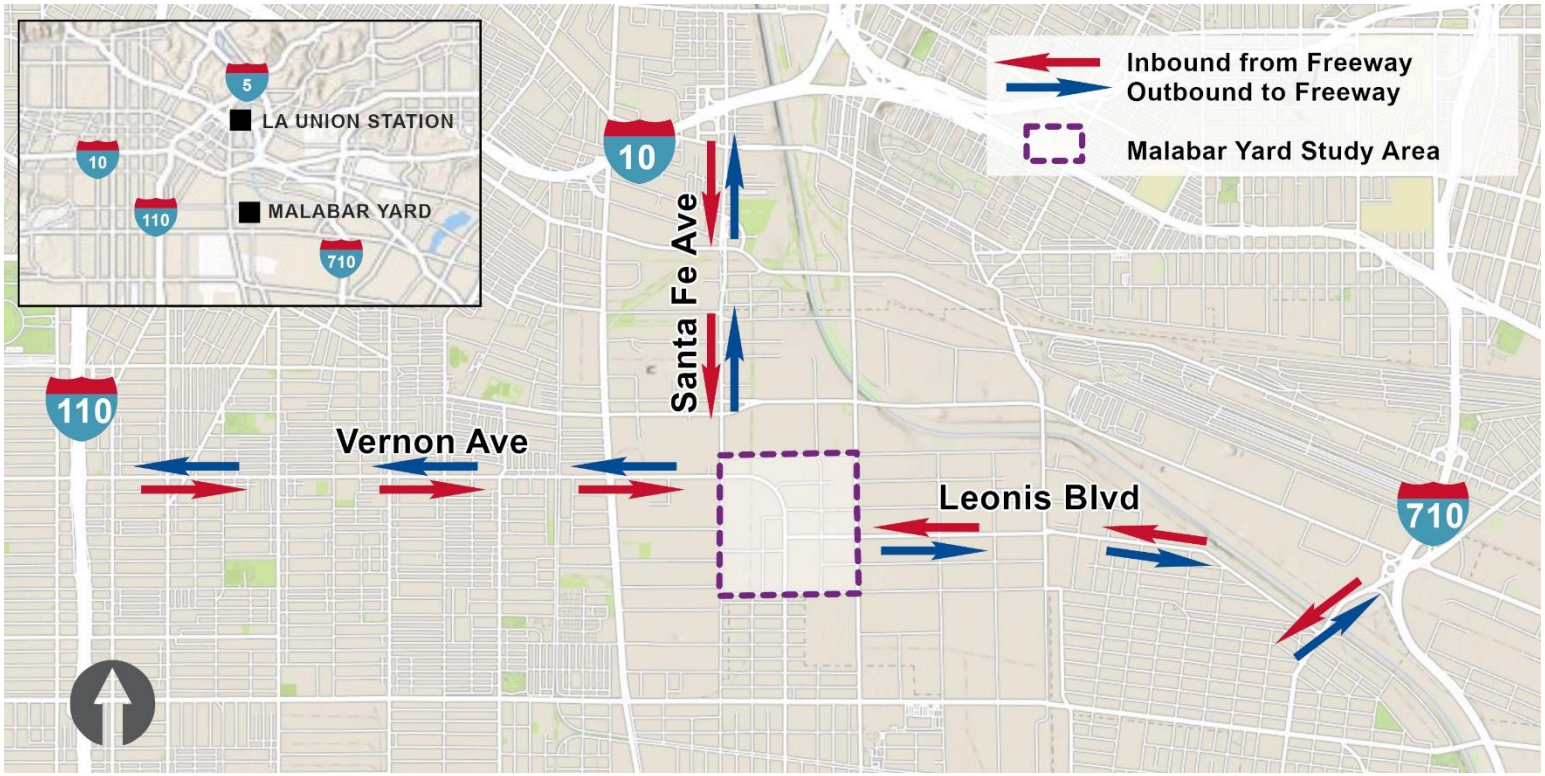
CALIFORNIA High-Speed Rail Authority

Infraestructura Externa de Malabar Yard

Estudio de Tráfico

1. Acceso a la autopista para negocios mantenido
2. Vernon Avenue, Santa Fe Avenue y Leonis Boulevard brindan acceso directo a las carreteras interestatales 110, 10 y 710



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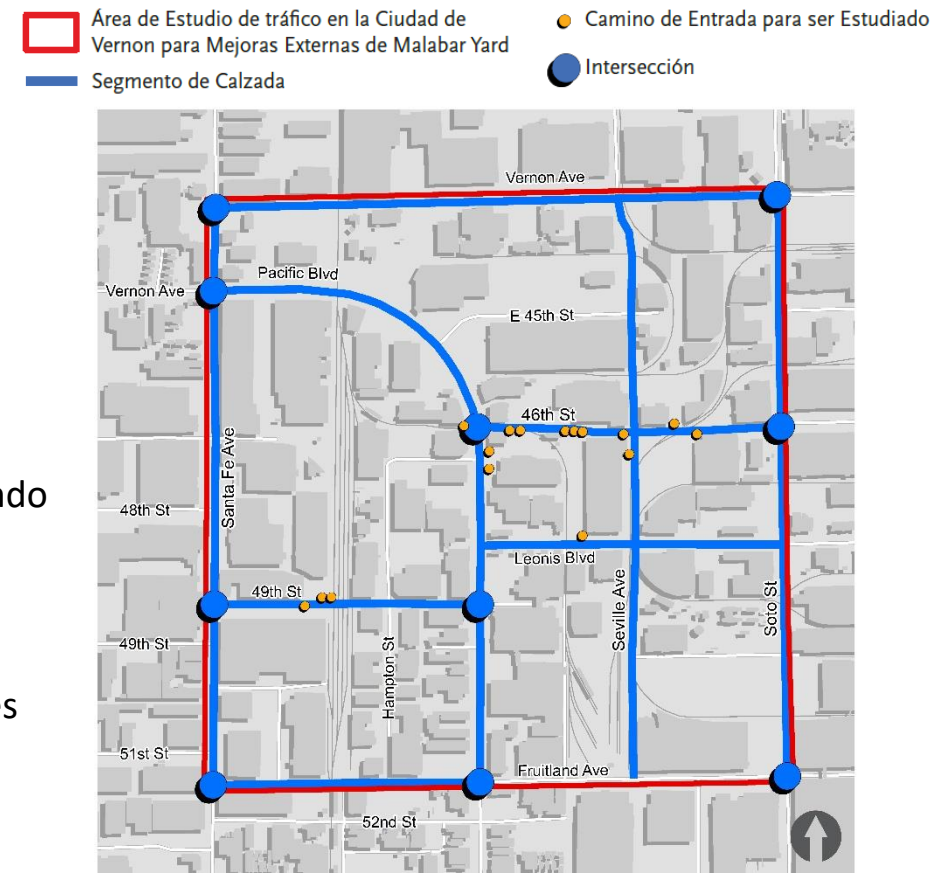
Infraestructura Externa de Malabar Yard

Estudio de Tráfico

1. Análisis de Nivel de Servicio (LOS):
   - 10 intersecciones
   - 11 tramos de Carreteras
2. Análisis de Circulación y Acceso:
   - 16 Calzadas
3. Análisis de Colas
   - 4 cruces de ferrocarril considerarán:
     1. Número de trenes BNSF que entran y salen de Malabar Yard cada día utilizando el conector de la calle 46
     2. Velocidad del tren y longitud de los trenes
     3. Hora del día en que operarán los trenes

Área de Estudio de Tráfico



Metro

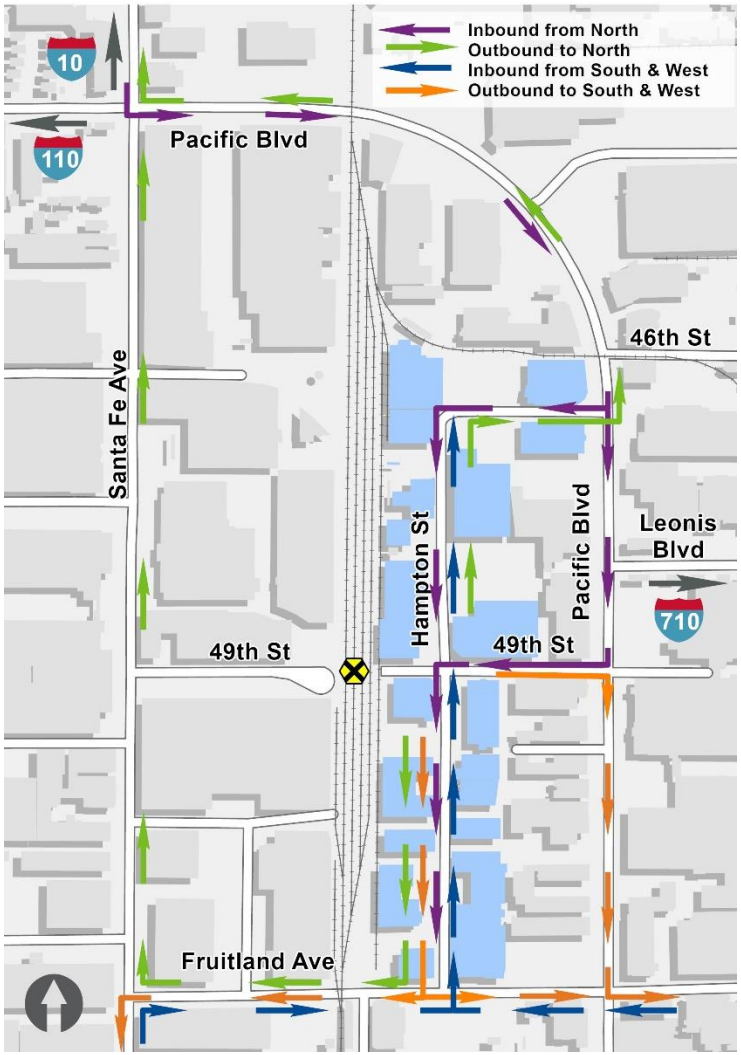
CALIFORNIA High-Speed Rail Authority

Infraestructura Externa de Malabar Yard

Cierre de la Calle 49– Rutas de Circulación de Tráfico Propuestas

Acceso hacia / desde propiedades al este de Malabar Yard (desde / hacia Santa Fe Avenue):

- Via Hampton Street and Pacific Boulevard to Santa Fe Avenue
- Via 49th Street and Pacific Boulevard to Santa Fe Avenue
- Via Hampton Street, Fruitland Avenue and Pacific Boulevard to Santa Fe Avenue



Metro

CALIFORNIA High-Speed Rail Authority

Infraestructura Externa de Malabar Yard

Cierre de la Calle 49 – Rutas de Circulación de Tráfico Propuestas

Acceso hacia / desde propiedades al oeste de Malabar Yard (desde / hacia Pacific Boulevard):

- Vía la calle Hampton y Pacific Boulevard hasta Santa Fe Avenue
- Vía la calle 49th y Pacific Boulevard hasta Santa Fe Avenue
- Por la calle Hampton, Fruitland Avenue y Pacific Boulevard hasta Santa Fe Avenue

Metro

CALIFORNIA High-Speed Rail Authority

Descripción General del Proyecto Link US

Fases y Financiación

Fase A (Financiado)			Fase B (No Financiado)
Segmento 1 - Área de la Garganta	**Segmento 2 -Comercial y Center St**	**Segmento 3 - Viaducto Y Paso**	**Segmento 4 - Patio Ferroviario / Área De Concurso**
1. Señalización ferroviaria, comunicaciones y trabajos en vía 2. Reubicación de servicios públicos	1. Adquisición de Propiedad 2. Reubicación de servicios públicos	1. Estructura del viaducto sobre la autopista US-101 (ancho completo) 2. Dos vías de acceso desde la plataforma 4 de Union Station hasta las vías principales 3. Señal y comunicación	1. Levantamiento del patio de ferrocarril, nuevas vías de plomo, nuevas plataformas, así como nuevas escaleras, escaleras mecánicas 2. Mejoras relacionadas con el concurso 3. Agregar las pistas de ejecución restantes (10 en total))

Metro

CALIFORNIA High-Speed Rail Authority

Gracias– Permanezca Involucrado

Equipo del Proyecto Link US

Dan McKell, CHSRA, NEPA Gerente de Asignaciones

Jeanet Owens, P.E., Metro, Directora Ejecutiva Sénior, Ferrocarril Regional

Vincent Chio, P.E., Metro, Director, Ferrocarril Regional

Danielle Valentino, Metro, Gerente de Relaciones Comunitarias

Para obtener informacion adicional, por favor contáctenos en:

213.922.2524

LinkUnionStation@metro.net

www.metro.net/linkus

facebook.com/regionalrail

facebook.com/losangelesmetro

Metro

CALIFORNIA High-Speed Rail Authority

Cómo Enviar Comentarios Sobre Nuevos Elementos del Proyecto

Período de Comentario Público: 18 de septiembre de 2020 al 19 de octubre de 2020

Comentar durante el evento en vivo

1. Verbalmente en la reunión de Zoom
2. Por teléfono a través del número de llamada
3. Comentario por chat en la reunión de Zoom
4. Formulario en el escritorio de comentarios en la sala de reuniones virtual en linkunionstation.com

Comentar después del evento en vivo

1. Correo electrónico (consulte la dirección a continuación)
2. Por teléfono: 213.922.2524
3. Formulario en el escritorio de comentarios en la sala de reuniones virtual en linkunionstation.com

Los Comentarios Escritos Se Pueden Enviar a:

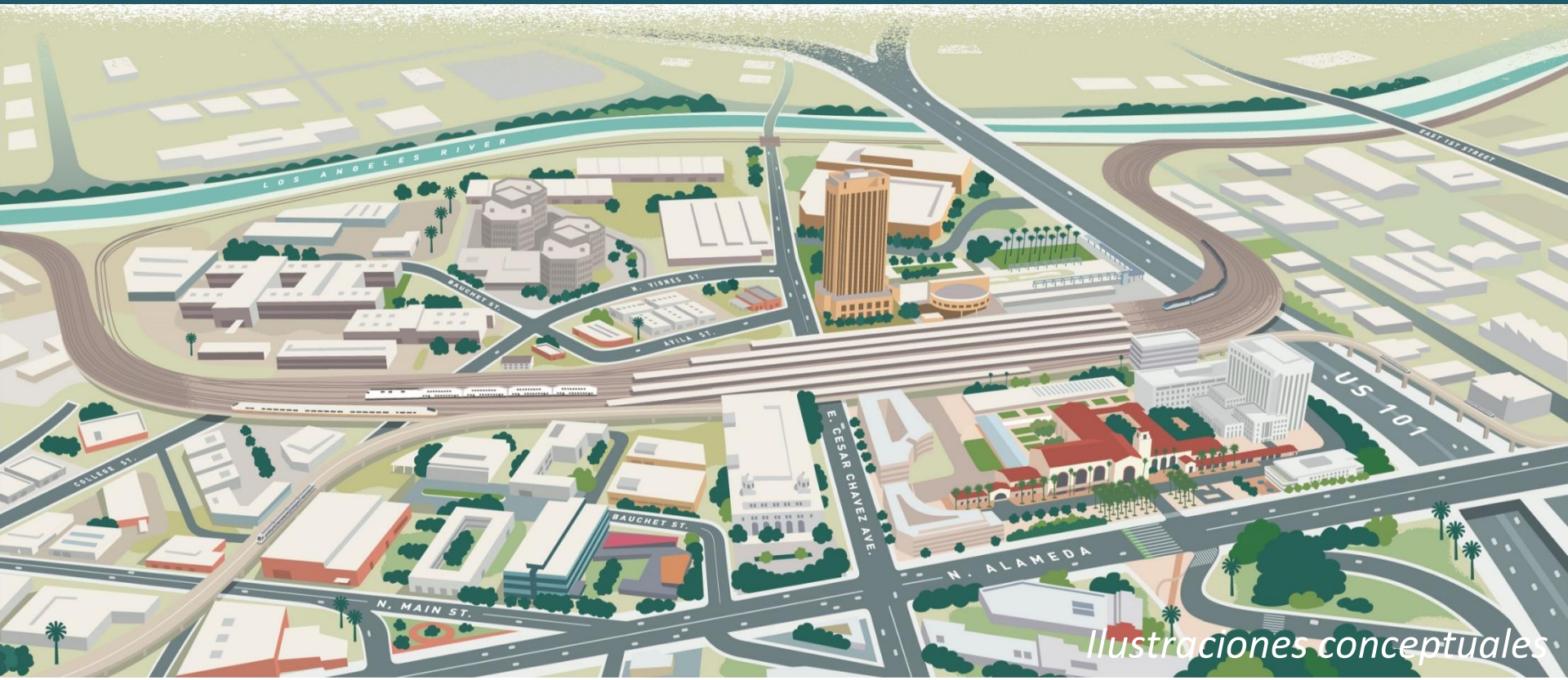
1. Dan McKell, NEPA Assignment Manager
   California High-Speed Rail Authority, Environmental Services Branch
   770 L Street, Suite 620, Sacramento, CA 95814|
   Dan.McKell@hsr.ca.gov

2. Vincent Chio, Director of Program Management
   Los Angeles County Metropolitan Transportation Authority, Regional Rail
   One Gateway Plaza (Mail Stop 99-17-2), Los Angeles, CA 90012
   linkunionstation@metro.net

Metro

CALIFORNIA High-Speed Rail Authority

Comentario Oral Público



Ilustraciones conceptuales

6:30-8pm

Facilitado por Patrick O'Neill – HDR

Metro

CALIFORNIA High-Speed Rail Authority

Cómo Comentar o Hacer Preguntas

Hacer Comentarios Orales en Línea o por Teléfono

En línea: a través del chat o "levantando la mano"

1. Para levantar la mano, haga clic en la flecha junto a los participantes, busque su nombre y haga clic en los tres puntos ubicados junto a él.
   - Habrá una "Opción de levantar la mano”
2. El equipo del proyecto anunciará su nombre y lo desactivará para hablar.
3. Indique su nombre u organización para el taquígrafo judicial y hable clara y directamente en el micrófono.

Teléfono: mediante "levantar la mano"

1. Para levantar la mano, oprime *9
2. El equipo del proyecto anunciará los últimos cuatro dígitos de su número de teléfono cuando sea su turno de hablar
3. Oprime *6 para activar el sonido y silenciarte
4. Indique su nombre u organización para el taquígrafo judicial y hable clara y directamente al teléfono

Metro

CALIFORNIA High-Speed Rail Authority

Appendix I:
Agency Comments

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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105-3901

October 19, 2020

Dan McKell
NEPA Assignment Manager
California High-Speed Rail Authority
770 L Street, Suite 620
Sacramento, California 95814

Subject: Revised Notice of Intent to Prepare an Environmental Impact Statement for the Link Union Station Project, Los Angeles, California

Dear Mr. McKell:

The U.S. Environmental Protection Agency (EPA) has reviewed the September 17, 2020 notice requesting comments on the Federal Railroad Administration, the California High Speed Rail Authority, and the Los Angeles County Metropolitan Transportation Authority decision to revise the scope of the analysis of the Environmental Impact Statement for the Link Union Station Project. The revised NOI states that since publication of the original NOI, the Authority and Metro have identified the proposed off-site improvements to BNSF's Malabar Yard in the City of Vernon as a necessary component of the Link US project.

The RNOI states that the proposed Link US project would result in the permanent loss of storage track capacity at the BNSF West Bank Yard. The RNOI states that the off-site improvements to the BNSF Malabar Yard are needed to restore and offset the loss. The improvements are described as being primarily on 46th Street and 49th Street, but the specific improvements are not described in the RNOI.

The EPA provided comments on the original NOI on June 30, 2016. The comments below are a supplement to our original comments (attached) and focus on the proposed improvements at the Malabar Yard. We have concerns about the impacts of adding these components to the project and the relationship of these proposed improvements to the improvements proposed as part of the Los Angeles to Anaheim section of the California High Speed Rail system, as discussed below. Our comments are provided pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508) and Section 309 of the Clean Air Act.

Purpose and Need

The EPA recommends that the DEIS include a detailed, quantitative discussion of the need for the proposed off-site improvements in the context of the purpose and need previously identified for this project. Include the following in the discussion:

- Data on current and future freight and passenger rail demand;
- A discussion of existing freight facilities in the region and freight improvements proposed as part of the Los Angeles to Anaheim section of the California High Speed Rail system; and
- An overview of the freight network and operations to provide insight into the origins and destinations of the trains planned to use the proposed facility.

Specifically, the EPA recommends that the DEIS provide a justification of the need for these improvements and the improvements to the BNSF Colton and Lenwood facilities proposed as part of the Los Angeles to Anaheim section of the California High Speed Rail system. This discussion should address the timing of proposed freight improvements, including whether the improvements are proposed to occur prior to commitment of funds to construct the improvements to Union Station and the related sections of the High Speed Rail system.

Range of Alternatives

The RNOI states that the DEIS will consider a No Action Alternative and the Proposed Action, which consists of two build alternatives. The RNOI does not clarify whether there are any differences in the proposed improvements at the Malabar Yard between the two build alternatives.

The EPA recommends that the DEIS consider a full range of alternatives to meet the purpose and need for the project. Since this scoping process is focused on the proposed improvements at the Malabar Yard, the EPA recommends that the DEIS consider:

- Alternatives that rely on existing freight facilities to maintain existing and anticipated freight and passenger train operations;
- Alternatives in locations that do not experience air quality and health impacts from existing freight facilities; and
- Alternatives that integrate zero-emission technology, such as zero-emission or low-emitting locomotives, zero-emission on-road trucks, and zero-emission railyard equipment.

In the absence of alternatives that do not include improvements to the Malabar Yard, include in the DEIS a discussion of other freight facilities or options that were considered but not evaluated in detail. We recommend specific discussion of whether any alternative freight facilities were considered that could result in reduced impacts to sensitive receptors such as residences, schools, and low-income and minority communities, and why those facilities were not included for full analysis.

Environmental Justice

The area surrounding the proposed improvements at the Malabar Yard includes low-income and minority communities that have been identified by the EPA's EJSCREEN tool and the State of California's CalEnviroScreen 3.0 tool as being impacted by air quality emissions from existing freight facilities. The EPA recommends that the DEIS identify whether the proposed freight improvements may disproportionately and adversely affect low income or minority populations in the surrounding area and discuss appropriate mitigation measures for any adverse impacts. Since the location of the freight improvements is distinct from the location of the other improvements proposed as part of this project, the EPA recommends that the environmental justice analysis consider impacts of the Malabar Yard improvements separately and distinctly.

Executive Order 12898 addresses Environmental Justice in minority and low-income populations. Additionally, *Promising Practices for Environmental Justice Methodologies in NEPA Reviews* (https://www.epa.gov/environmentaljustice /ej-iwg-promising-practices-ej-methodologies-nepa-reviews) is a compilation of methodologies from current agency practices identified by the NEPA Committee of the Federal Interagency Working Group on Environmental Justice. The document focuses on the interface of environmental justice considerations through NEPA processes and provides recommendations on applying EJ methodologies that have been established in federal NEPA practice.

The EPA recommends the following for the DEIS:

- Consider *Promising Practices for EJ Methodologies in NEPA Reviews* when developing the EJ section of the DEIS. Include a description of the area of potential impact used for the environmental justice analysis and provide the source of demographic information.
- Disclose whether the project will result in a disproportionate and adverse impact on minority or low-income populations.
- Include an analysis of impacts to low-income and minority communities from the improvements to the Malabar Yard separately and in addition to the analysis for the other components of the project.
- Discuss potential mitigation measures for any anticipated adverse impacts that could result from the project.
- Document the process used for community involvement and communication, including all measures to specifically outreach to low-income and minority communities. Include an analysis of results achieved by reaching out to these populations.
- Define and discuss key issues where environmental justice is a potential concern, such as relocation, air quality, noise, vibration, access to property, pedestrian safety, and any other environmental justice issues raised during agency and public meetings.

Outreach Plan

The EPA recommends that the DEIS discuss the public participation and outreach plan used during the environmental review process. Traditional methods of community engagement, such as participation at community events and in-person meetings with organizations that represent community groups, may not be available due to the COVID-19 pandemic. The EPA is concerned that these limits on community engagement may limit the opportunity for community members, in particular Spanish-speaking residents and residents with limited access to technology, to provide input and express concerns about the project. This risk is magnified by the fact that earlier public outreach efforts did not include the neighboring communities of the Malabar Yard. The EPA recommends that the Authority and Metro provide briefings to air quality regulatory agencies on the proposed outreach plan so that the agencies have an opportunity to provide input on the process during development of the DEIS.

California Assembly Bill 617

The project area in Vernon appears to be within the "Emissions Study Area Boundary" of two communities that have been selected by the California Air Resources Board to participate in the state's Community Air Protection Program under California Assembly Bill (AB) 617, the East Los Angeles, Boyle Heights, West Commerce community and the Southeast Los Angeles community.[1] The South Coast Air Quality Management District is working closely with AB 617 communities to devise and implement air quality monitoring and emissions reductions programs to address disproportionate air pollution impacts. We recommend that the Authority and Metro notify AB 617 community groups about the project, offer them opportunities to inform the project's mitigation, and provide them with project-related updates. We recommend that the DEIS document any coordination that has taken place with AB 617 stakeholders and demonstrate how the project would be consistent with the emissions reduction program that is being developed.

Air Quality

The EPA is concerned about localized impacts to communities adjacent to the proposed freight improvements. We recommend that the air quality analysis for the freight improvements be separate and distinct from the air quality analysis for other components of the project. Include analysis of criteria

[1] See http://www.aqmd.gov/nav/about/initiatives/community-efforts/environmental-justice/ab617-134

pollutants and mobile source air toxics, as discussed below. The EPA recommends that the DEIS analysis identify:

- Potential air quality impacts from both construction and operations;
- Air quality impacts from sources that may be affected by the project, such as emissions from truck trips; and
- Impacts from construction of the freight improvements and other components of the project.

Mobile Source Air Toxics

Given the existence of both residential and commercial property adjacent to the existing and proposed freight facilities, it is likely that there are sensitive receptors in the project area that may experience MSAT impacts. We recommend that the Authority and Metro perform a quantitative analysis of MSATs to determine potential localized impacts to sensitive receptors, inform decision-making on project alternatives and design options, and inform avoidance, minimization, and mitigation options. The EPA recommends that the analysis include:

- A map indicating the location of residences and sensitive receptors in close proximity to the project (for example, within 1,000 feet);
- Analysis of MSAT emissions to determine potential exposure for the identified residences and sensitive receptors;
- Assessment of the severity of existing conditions and likelihood of impact and potential magnitude of the effect, including both the magnitude of emissions and the proximity of the project emissions to residences and sensitive receptors;
- Determination of whether the project is controversial and whether air toxics concerns have been raised by the public for this project or for other projects in the area in the past; and
- Specific mitigation measures or design changes for any impacts to each sensitive receptor location identified.

General Conformity

The EPA's General Conformity Rule, established under Section 176(c)(4) of the Clean Air Act, provides a specific process for ensuring that federal actions do not interfere with a state's plans to attain or maintain NAAQS. For any criteria pollutants in the air basin of a project area where the air quality status is in nonattainment or attainment–maintenance, a general conformity applicability analysis (i.e., a comparison of direct and indirect emissions for each alternative with *de minimis* thresholds of 40 CFR 93.153) must be completed. The EPA recommends including a draft general conformity determination in the DEIS to fulfill the public participation requirements of 40 CFR 93.156. We also recommend that a determination of general conformity compliance consider this project and the three High Speed Rail project sections that are located within the jurisdiction of the SCAQMD. The EPA encourages continued coordination with our agency and the SCAQMD regarding the conformity process.

Transportation Conformity

Transportation conformity generally applies to projects funded or approved by the Federal Highway Administration or the Federal Transit Administration, or other regionally significant projects. Please clarify in the DEIS whether the project, or any portion of the project, will be subject to transportation conformity, including any role(s) of FHWA or FTA in approving or funding the project. If transportation conformity will be applied for this project, consultation with the EPA and other relevant agencies is required to confirm whether the project is a project of air quality concern. If applicable, please confirm in the DEIS whether that consultation has taken place, and if it has not, please contact the EPA to initiate consultation.

Health Impacts

The EPA recommends that the DEIS disclose the project's reasonably foreseeable effects on human health. The project would take place in an area that faces some of the worst air quality in the country. Communities in this area have historically experienced adverse health impacts from the goods movement industry and would be vulnerable to any additional impacts from the proposed project. We recommend including a discussion and analysis specific to potential risk and health effects of all pollutants (criteria air pollutants and air toxics) resulting from the project from all exposure routes. The EPA recommends that the analysis also address the risk and health effects of the project in the context of existing health risks from other freight facilities in the vicinity of the proposed freight improvements.

This level of analysis can be achieved through a health risk assessment, including the assessment of the potential for interactive health effects of volatile organic compounds, ozone, oxides of nitrogen, diesel particulate matter, and other pollutants. The EPA recommends that the DEIS present a summary of the health impact analysis in clear, plain language that it is readily accessible to affected residents and communities. Disclose any adverse health impacts and identify appropriate mitigation measures to address them.

The EPA appreciates the opportunity to comment on preparation of the DEIS. Once the DEIS is released for public review, please provide an electronic copy to me at the same time the document is formally filed online. If you have any questions, please feel free to contact me at (415) 947-3554 or mulvihill.carolyn@epa.gov.

Sincerely,

CAROLYN MULVIHILL

Digitally signed by CAROLYN MULVIHILL
Date: 2020.10.19 11:18:06 -07'00'

Environmental Review Branch

Attachment:
EPA Scoping Comments, June 30, 2016

cc via email:
Jillian Wong, South Coast Air Quality Management District
Stanley Armstrong, California Air Resources Board
Vincent Chio, Los Angeles County Metropolitan Transportation Authority
Ron Kosinski, California Department of Transportation District 7
Brenda Powell-Jones, California Department of Transportation Headquarters

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105

June 30, 2016

Stephanie Perez
Federal Railroad Administration
1200 New Jersey Avenue, SE
Mail Stop 20, W38-219
Washington, DC 20590

Subject: Scoping Comments for the Link Union Station Project (Los Angeles)

Dear Ms. Perez:

The U.S. Environmental Protection Agency (EPA) has reviewed the Notice of Intent (NOI) published in the Federal Register on May 31, 2016 by the Federal Railroad Administration (FRA) to prepare a Draft Environmental Impact Statement (DEIS) for the Link Union Station project in Los Angeles, CA. Our comments are provided pursuant to the National Environmental Policy Act (NEPA), the Council on Environmental Quality's (CEQ) regulations (40 CFR 1500-1508), and Section 309 of the Clean Air Act. EPA appreciates the early coordination between our agency and FRA for other rail projects within our region, including the California statewide High Speed Rail project and we hope to continue coordinating with FRA and the Los Angeles County Metropolitan Transportation Authority (Metro) through the remainder of the environmental review for the Link Union Station Project.

Air Quality

The City of Los Angeles is located in the South Coast Air Basin which is federally designated for extreme nonattainment for the 1-hour Ozone and 8-hour Ozone standards. The South Coast Air Basin is also in serious nonattainment for the 24-hour Fine Particulate Matter/PM2.5 (2006) standard, and moderate nonattainment for the Annual Fine Particle/PM2.5 standard (2012). As such, it is critical that the proposed project be implemented with commitments to reduce impacts to air quality as much as possible, through construction mitigation measures and operational design considerations.

The proposed project may require a general conformity determination by FRA and transportation conformity determination by the Federal Highway Administration (FHWA) or Federal Transit Administration (FTA). To the extent that the proposed train system may require modification of the existing track over roads, and construction of a new tracks over the US-101 freeway, as well as a new passenger concourse to improve transit connectivity, the DEIS should identify what elements of this project will require funding or approval by the FHWA and/or FTA. In addition, the DEIS should demonstrate that transportation conformity requirements have been met, including FHWA or FTA -funded or -approved project elements being included in a conforming transportation plan and a transportation improvement program. FRA and Metro should work with SCAQMD to ensure that applicable elements of the proposed project are consistent with future revisions of the regional transportation plan, if warranted.

The identification of sensitive receptors, and carbon monoxide and particulate matter hotspot analyses should be included in the DEIS, especially where diesel emissions are anticipated to increase and road modifications are proposed.

Recommendations:

- Provide a detailed discussion of ambient air conditions (baseline or existing conditions), National Ambient Air Quality Standards (NAAQS), criteria pollutant nonattainment areas, and potential air quality and health impacts of the project (including cumulative and indirect impacts) for each alternative.
- Include a thorough analysis of impacts from the construction and operation of the proposed alternatives. Include monitoring data, any anticipated exceedances of NAAQS, and estimates of all criteria pollutant emissions, including the federal ozone and PM2.5 standards.
- Disclose the available information about the health risks associated with emissions, sensitive receptors in the vicinity of the project area, and how the proposed project will affect current emission levels. Include mitigation commitments where warranted.
- If required, the DEIS should include the general conformity determination with related mitigation commitments. Work with the South Coast Air Quality Management District (SCAQMD), Southern California Association of Governments (SCAG), Caltrans, and Metro to ensure that methods to estimate emissions and anticipated emissions values from the proposed project are consistent with the Air Quality Management Plan and conformity requirements.
- Use the most current EPA-approved model to estimate emissions, including re-entrained PM-10 emissions and present all methods and assumptions for analyses with pertinent air quality analyses and conclusions.
- Include an identification of potential hotspot impacts, especially where parking lots, idling locomotives, idling buses, and road modifications are proposed.

Construction Emissions

The DEIS should include a Construction Emissions Mitigation Plan for fugitive dust and diesel particulate matter (DPM) and this plan should be adopted in the Record of Decision (ROD).

Recommendations:

EPA recommends that the best available control measures (BACM) for all pollutants be implemented, including those listed below.

Fugitive Dust Source Controls:

- Stabilize open storage piles and disturbed areas by covering and/or applying water or chemical/organic dust palliative where appropriate. This applies to both inactive and active sites, during workdays, weekends, and holidays.
- Install wind fencing and phase grading operations where appropriate, and operate water trucks or consider other options for stabilization of soil and disturbed surfaces under windy conditions.
- When hauling material and operating non-earthmoving equipment, prevent spillage and limit speeds to 15 miles per hour (mph). Limit speed of earth-moving equipment to 10 mph.

Mobile and Stationary Source Controls:

- Reduce use, trips, and unnecessary idling from heavy equipment.

- Maintain and tune engines per manufacturer's specifications to perform at EPA certification levels and to perform at verified standards applicable to retrofit technologies. Employ periodic, unscheduled inspections to limit unnecessary idling and to ensure that construction equipment is properly maintained, tuned, and modified consistent with established specifications. The California Air Resources Board has a number of mobile source anti-idling requirements which could be employed. See their website at: http://www.arb.ca.gov/msprog/truck-idling/truck-idling.htm.
- Prohibit any tampering with engines and require continuing adherence to manufacturer's recommendations.
- If practicable, lease new equipment meeting the most stringent of applicable federal[1] or state standards[2]. In general, commit to the best available emissions control technology. Tier 4 engines should be used for project construction equipment to the maximum extent feasible. Lacking availability of non-road construction equipment that meets Tier 4 engine standards, commit to using the best available emissions control technologies on all equipment. Identify opportunities for electrification. Meet EPA diesel fuel requirements for off-road and on-highway, and, where appropriate, use alternative fuels such as natural gas and electric.
- Utilize EPA-registered particulate traps and other appropriate controls where suitable to reduce emissions of DPM and other pollutants at the construction site.

Administrative Controls:

- Coordinate with the South Coast Air Quality Management District to identify a construction schedule to minimize cumulative impacts from multiple projects in the region
- Identify all commitments to reduce construction emissions and quantify air quality improvements that would result from adopting specific air quality measures.
- Identify where implementation of mitigation measures is rejected based on economic infeasibility.
- Prepare an inventory of all equipment prior to construction and identify the suitability of add-on emission controls for each piece of equipment before groundbreaking. (Suitability of control devices is based on: whether there is reduced normal availability of the construction equipment due to increased downtime and/or power output, whether there may be significant damage caused to the construction equipment engine, or whether there may be a significant risk to nearby workers or the public.)
- Develop a construction traffic and parking management plan that minimizes traffic interference and maintains traffic flow.
- Identify sensitive receptors in the project area, such as daycare centers, schools, nursing homes, hospitals, and other health-care facilities, and specify the means by which you will minimize impacts to these populations. For example, locate construction equipment and staging zones away from sensitive receptors and fresh air intakes to buildings and air conditioners.

Climate Change and Greenhouse Gases

EPA recommends that FRA assess the impacts of climate change on the project, as well as the effects (adverse and beneficial) of the project on climate change and greenhouse gas emissions. In addition, there may be important design considerations to accommodate future anticipated effects due to climate

[1] EPA's website for nonroad mobile sources is http://www.epa.gov/nonroad.

[2] For ARB emissions standards, see: http://www.arb.ca.gov/msprog/offroad/offroad.htm.

change. EPA recommends that FRA consider the US National Climate Assessment[3] and the Council on Environmental Quality Revised Draft Guidance for Greenhouse Gas Emissions and Climate Change Impacts[4] as information sources to help with analysis of impacts and consideration of design standards to mitigate any effects. Additionally, the DEIS can discuss how the proposed project supports the goals of the City of Los Angeles' Climate Action Plan[5].

Aquatic Resources and the Los Angeles River

The proposed project area, including new tracks and potential construction staging areas, may overlap with the Los Angeles River which is an impaired waterbody pursuant to Clean Air Act Section 303(d) and also subject to future actions described in the Los Angeles River Revitalization Master Plan[6].

Recommendations:

- In the DEIS, quantify and disclose direct and indirect impacts from the proposed project to water quality and aquatic resources, including the Los Angeles River. Describe how the proposed project is consistent with the Revitalization Master Plan.
- If there are anticipated impacts to aquatic resources, EPA recommends coordination with Army Corps of Engineers and EPA at the earliest possible date in order to discuss measures to reduce impacts as much as possible.
- Describe all measures to reduce and avoid impacts to aquatic resources and identify mitigation measures for unavoidable impacts.
- Identify measures to control stormwater runoff during operation and construction and identify measures to insure that the Los Angeles River is not further impaired.

Environmental Justice

Conducting an initial review of the project area with EJSCREEN[7] and NEPAssist[8] reveals that there is considerable overlap between the proposed project areas and communities with environmental justice concerns, and environmental risks, such as air pollution, impaired waters, and hazardous waste and toxic release facilities. According to these screening tools, populations in adjacent Naud Junction and Mission Junction may have a high proportion of seniors, minorities, linguistically-isolated communities, and people living below the poverty line.

Recommendations:

- In the environmental justice analysis, include a study area broad enough to include communities likely to experience direct, indirect, and cumulative impacts from the proposed project's construction and operations.
- Engage communities with environmental justice concerns to seek input and reach decisions regarding adverse impacts and potential mitigation measures. For example, community members can inform construction schedules, truck routes, and idling-prevention strategies during construction to minimize impacts to their community.

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[3] Available at: http://nca2014.globalchange.gov/downloads
[4] Available at: https://www.whitehouse.gov/administration/eop/ceq/initiatives/nepa/ghg-guidance
[5] Available at: http://lamayor.org/plan
[6] Available at: http://ladpw.org/wmd/watershed/LA/LA_River_Plan.cfm
[7] Available at: https://www.epa.gov/ejscreen
[8] Available at: https://www.epa.gov/nepa/nepassist

Coordination with Local Planning Efforts

In 2014, EPA's Office of Sustainable Communities supported a Sustainable Neighborhood Assessment[9] involving local government and Global Green USA near the proposed project area. The Assessment used the LEED for Neighborhood Development (LEED-ND) rating system to evaluate existing conditions and plans for Union Station with a goal of identifying opportunities to augment revitalization of the area. The Assessment resulted in recommendations to increase the neighborhood's overall sustainability. Additionally, the Los Angeles Bicycle Plan[10] established bicycle routes and paths near Union Station. These two efforts provide information to support consideration of "last mile" connections, bicycle parking, and other elements in the station area.

Recommendations:

- Review the Sustainable Neighborhood Assessment from 2014 and, in the DEIS, identify elements of the proposed project that complement the recommendations developed through that Assessment. Incorporate applicable recommendations in community outreach efforts and station area improvements.
- Discuss applicable design elements of the proposed project that are consistent with the goals and objectives of the Los Angeles Bicycle Plan.

We appreciate the opportunity to provide comments on the preparation of the DEIS, and look forward to continued participation in this process as more information becomes available. When the DEIS is released for public review, please send a hard copy and an electronic copy to the addresses provided. If you have any questions, please contact me at 415-972-3321 or appleton.zac@epa.gov.

Sincerely,

Zac Appleton
Environmental Review Section

cc: Mark McLoughlin, California High Speed Rail Authority
Ray Sukys, Federal Transit Administration
Susan Nakamura, South Coast Air Quality Management District
Ron Kosinski, California Department of Transportation, District 7
Ping Chang, Southern California Association of Governments
Mark Dierking, Los Angeles County Metropolitan Transportation Authority

[9] Available at: http://static1.squarespace.com/static/5548ed90e4b0b0a763d0e704/t/56d8e0ba37013bd893671085/1457053893954/LosAngelesCA.pdf

[10] Available at: http://planning.lacity.org/cwd/gnlpln/transelt/NewBikePlan/Txt/LA%20CITY%20BICYCLE%20PLAN.pdf

DEPARTMENT OF TRANSPORTATION
DISTRICT 7
100 S. MAIN STREET, SUITE 100
LOS ANGELES, CA 90012
PHONE (213) 897-0362
FAX (213) 897-0360
TTY 711
www.dot.ca.gov

Making Conservation a California Way of Life.

October 19, 2020

Mr. Mark A. McLoughlin
Director of Environmental Services Branch
California High Speed Rail Authority
770 L Street, Suite 620
Sacramento, CA 95814

Dear Mr. McLoughlin:

The California Department of Transportation (Caltrans) has received the Revised Notice of Intent (NOI) issued on September 19, 2020 by the California High-Speed Rail Authority (Authority) for the Link Union Station (Link US) project. The Authority has assumed the role of federal Lead Agency and invited Caltrans to serve as a Cooperating Agency for the Link US project. Under its responsibilities as a Cooperating Agency, Caltrans reviewed the Revised NOI which retains the same scope of work as described in the original NOI issued on May 31, 2016, with the addition of off-site improvements at BNSF's Malabar Yard in the City of Vernon. The BNSF Malabar Yard improvements were added to offset the permanent loss of storage track capacity at the nearby BNSF West Bank Yard, south of US-101 near 1st Street.

We understand the BNSF Malabar Yard improvements involve adding 1,000 feet of track connection along 46th Street and closing the at-grade railroad crossing at 49th Street. The closure would remove through traffic along 49th Street, modifying vehicular traffic patterns within the area. The location of this rail crossing closure is bordered by I-110, I-10, and I-710 to the west, north and east respectively. Thorough traffic analysis on the potential impact of this closure on the nearby Caltrans facilities must be included in the Environmental Impact Statement. Traffic patterns may be impacted from the change in access on local streets. Impacts to the freeways and nearby on/off-ramps must be included in the Traffic Impact Study.

Caltrans has been involved with the Link US project since its project origination as the Run-Through Tracks project for which Caltrans was the CEQA Lead Agency in the 2005 EIR/EIS. We are supportive of the original scope of providing railroad tracks over US-101 to enhance rail operations in Southern California. The region is in need of efficient multi-modal transportation and Caltrans embraces the opportunity to serve as an active participant to further this cause. We look forward to ongoing coordination to ensure NEPA requirements and processes are met, while also working to promptly advance the Link US project.

Sincerely,

RON KOSINSKI
Deputy District Director, Division of Environmental Planning

DEPARTMENT OF TRANSPORTATION
DISTRICT 7
100 S. MAIN STREET, SUITE 100
LOS ANGELES, CA 90012
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Making Conservation a California Way of Life.

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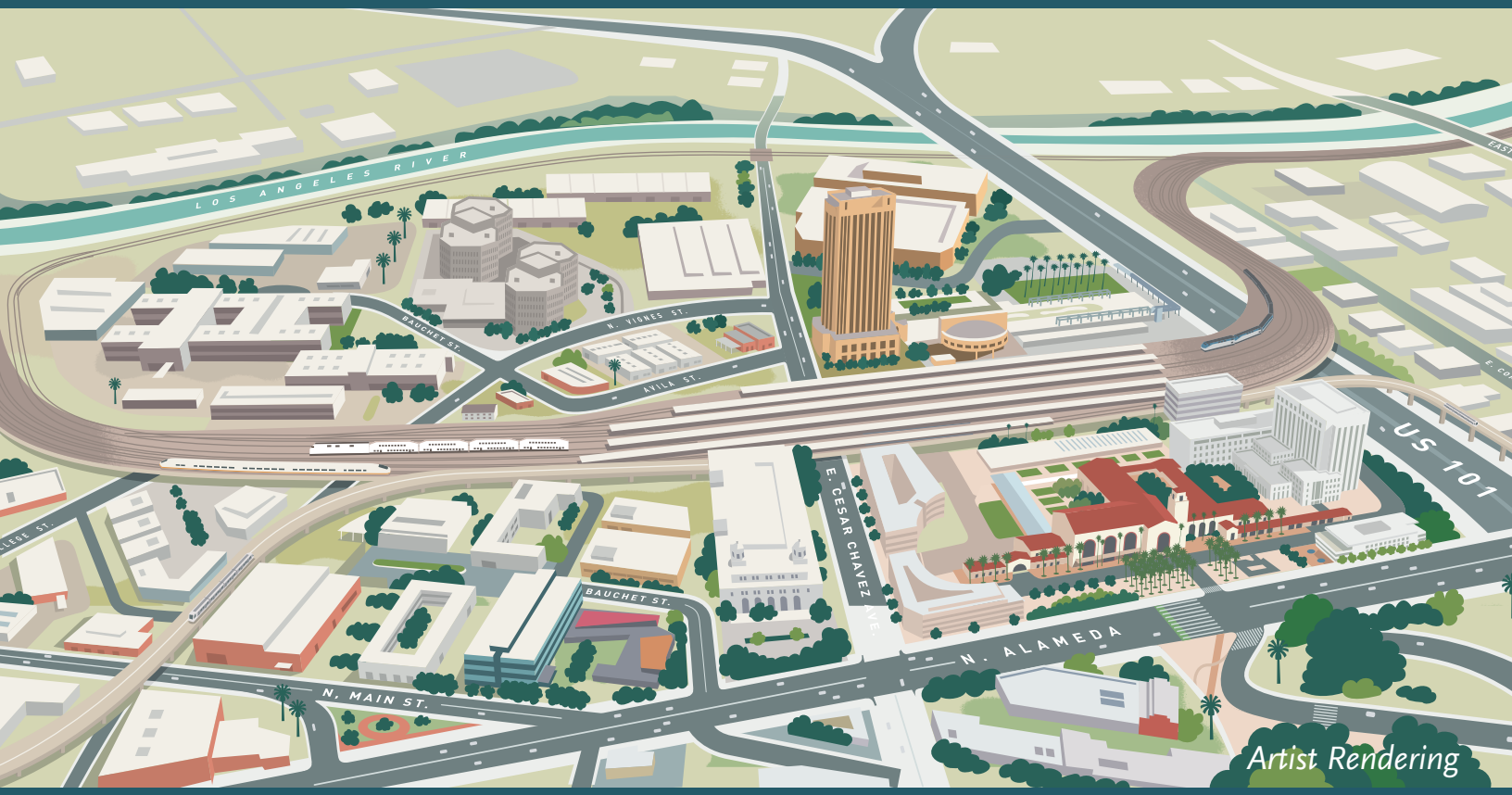
Sincerely,

RON KOSINSKI
Deputy District Director, Division of Environmental Planning

Link Union Station

Public Scoping Summary Report

May 2018



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, renewed July 22, 2024, and executed by the Federal Railroad Administration and the State of California.

Metro

CALIFORNIA High-Speed Rail Authority

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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
FR	Federal Register
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
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
NOP	Notice of Preparation
RTP/SCS	2016 Regional Transportation Plan and Sustainable Communities Strategy
SCAG	Southern California Association of Governments
SCRRA or Metrolink	Southern California Regional Rail Authority
USC	United States Code
USEPA	U. S. Environmental Protection Agency

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1.0 Introduction

This Scoping Summary Report summarizes the scoping process that was undertaken for the Link Union Station Project (Link US or project) in accordance with the National Environmental Policy Act (NEPA); the Council on Environmental Quality Regulations for Implementing the Procedural Provisions of NEPA in 40 Code of Federal Regulations (CFR) parts 1500-1508; the Federal Railroad Administration's (FRA) Procedures for Considering Environmental Impacts in 64 *Federal Register* (FR) 28545, dated May 26, 1999, and 78 FR 2713, dated January 14, 2013; 23 United States Code (USC) § 139; and the California Environmental Quality Act (CEQA) (California Public Resources Code, Section 21000, et seq.).

Scoping engages both the public (i.e., citizens, elected officials, and key stakeholders), as well as local, state, and Federal agencies during the early stages of the joint Environmental Impact Statement (EIS)/Environmental Impact Report (EIR).

This report serves as an information source to the FRA and the Los Angeles County Metropolitan Transportation Authority (Metro), in its determination of the range of issues and alternatives to be addressed in the joint EIS/EIR. The FRA and Metro will use the comments received during the scoping period to:

- Refine the purpose and need for the project
- Provide input on alignments or alternatives that should be considered in the EIS/EIR
- Identify potential environmental effects of the project to be addressed in the EIS/EIR

In addition, this public scoping report describes the scoping activities and summarizes the written and verbal comments received on the FRA's Notice of Intent (NOI) and Metro's Notice of Preparation (NOP) and comments received at the joint public scoping meeting held for the project and during the scoping period.

1.1 Project Description

As announced in an NOI published in the *Federal Register* on May 31, 2016, the FRA has initiated the development of a EIS/EIR for the project jointly with Metro. The FRA and Metro are proposing the Link Union Station Project (project) to transform LAUS from a "stub-end tracks station" into a "run-through tracks station" with a new passenger concourse that would improve the efficiency of the station and accommodate future growth and transportation demands in the region. The Project would include the construction of new lead tracks in the throat segment leading to LAUS, an elevated rail yard with new platforms and canopies, up to ten run-through tracks over US-101, and a new passenger concourse. As LAUS is a major connection point for the planned California High-Speed Rail (HSR) system, Metro and the California High-Speed Rail Authority (CHSRA) also entered into a cooperative agreement to complete the necessary project-level environmental

analysis and preliminary engineering to accommodate the planned HSR system as part of the project.

1.2 National Environmental Policy Act/California Environmental Quality Act Scoping Process

NEPA is a procedural law that mandates an interdisciplinary environmental review and documentation process for all federally funded projects. CEQA is a procedural law that mandates an interdisciplinary environmental review and documentation process for projects within California. The NEPA/CEQA documentation process ensures that the following goals have been met before a project is implemented:

- All applicable laws, regulations, policies, and guidance have been adhered to;
- Federal, state, and local agencies, the public, and other project stakeholders have been involved in the decision-making process;
- A reasonable range of alternatives have been examined; and
- Impacts to environmental resources, including the identification of appropriate mitigation, have been considered.

As previously identified, a joint EIS/EIR is being prepared in accordance with NEPA and CEQA. The FRA is the lead federal agency under NEPA. Metro is the joint lead agency under NEPA and the lead agency under CEQA.

The joint EIS/EIR will document the measures FRA 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, Clean Water Act, Clean Air Act, Section 4(f) of the U.S. Department of Transportation Act of 1966, Endangered Species Act, Executive Order 11988 and U.S. Department of Transportation Order 5650.2 on Floodplain Management, Executive Order 11990 on Protection of Wetlands, and Executive Order 12898 on Environmental Justice; California Clean Air Act, Assembly Bill 52, and applicable City of Los Angeles ordinances/codes.

The purpose of the scoping process is to determine and clarify issues that are relevant to the scope of the study. During the scoping process, open lines of communication are established between the lead agencies and other stakeholders. The scoping process included the following major elements:

- Filing of the NOI in the *Federal Register*

- Filing of the NOP [1]
- Scoping initiation letters
- EIS/EIR Scoping Interagency Coordination Meeting
- Public Scoping Meeting
- Scoping Comment Period
- Project Scoping Report

The NEPA/CEQA scoping process provides government agencies, public and private organizations, and the general public the opportunity to identify environmental issues and alternatives for consideration in the EIS/EIR. The scoping process and results are an initial step in the NEPA/CEQA process.

[1] A separate Notice of Preparation (NOP) was filed with the state clearinghouse in accordance with the California Environmental Quality Act (CEQA).

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2.0 Scoping Process

2.1 Public Outreach

Public outreach for the project was initiated prior to and during the initiation of the NEPA/CEQA process. Early outreach work included multiple public outreach meetings and individual meetings with elected officials within the project study area. Many meetings were held with local officials; public, local, and regional organizations; and government agencies. Meetings were also held with representatives of affected communities within the project study area, including those communities containing predominantly minority and/or low-income populations. Special outreach conducted for minority and low-income populations included Spanish and Chinese language advertising of meetings, the availability of Spanish, Chinese, and Japanese language versions of project-related materials, and the availability of interpreters at Public meetings in areas that included an environmental justice population with a large Hispanic, Chinese, and Japanese population. Starting in April 2016, various outreach meetings were held, including meetings to identify environmental justice areas and leaders to identify strategies for outreach to their communities and gain their input. A full list of these meetings is provided in Table 2-1.

Table 2-1. Public Outreach Meetings Summary

Meeting Date	Stakeholder Name
April 29, 2016	Los Angeles Conservancy
May 23, 2016	Los Angeles City Council District 14, Councilmember Jose Huizar
May 25, 2016	Los Angeles County Board of Supervisors, District 1, Supervisor Hilda Solis
May 26, 2016	City of Los Angeles, Mayor Eric Garcetti
May 27, 2016	Los Angeles City Council District 1, Councilmember Gil Cedillo
June 6, 2016	Los Angeles River Artists and Business Association
June 15, 2016 July 12, 2016	Historic Cultural Neighborhood Council (Land Use Committee and Board)
June 14, 2016	Boyle Heights Chamber of Commerce
June 16, 2016	Little Tokyo Business Improvement District
June 16, 2016	Lincoln Heights Neighborhood Council
June 20, 2016	Los Angeles County Sheriff Jim McDonnell
June 21, 2016	Downtown Los Angeles Neighborhood Council
June 22, 2016 July 12, 2016	Los Angeles Area Chamber of Commerce (staff and Transportation & Goods Movement Council)
June 28, 2016 August 10, 2016 August 30, 2016	Friends of Los Angeles River

Table 2-1. Public Outreach Meetings Summary

Meeting Date	Stakeholder Name
June 28, 2016 August 23, 2016 August 30, 2016	River LA (formerly LA River Revitalization Corporation)
June 30, 2016	Los Angeles Historic Core Business Improvement District
June 30, 2016	Los Angeles Latino Chamber of Commerce
July 7, 2016	US Congressional District 34, Congressman Xavier Becerra
July 13, 2016	Downtown Center Business Improvement District
July 14, 2016	El Pueblo de Los Angeles Historical Monument
July 27, 2016	Boyle Heights Neighborhood Council
July 28, 2016	Chinatown Business Improvement District
August 2, 2016	Lincoln Heights Chamber of Commerce
August 3, 2016	CA State Assembly District 51, Assembly Member Jimmy Gomez
August 11, 2016	Central City Association
August 12, 2016	Arts District Los Angeles Business Improvement District
August 15, 2016	Arts District Community Council of LA
September 20, 2016	Los Angeles City Council District 1, Councilmember Gil Cedillo
September 21, 2016	Historic Cultural Neighborhood Council, Land Use Committee
September 21, 2016	Little Tokyo Business Association
September 22, 2016	Los Angeles City Council District 14, Councilmember Jose Huizar
October 4, 2016	Lincoln Heights Chamber of Commerce
October 14, 2016	Arts District Los Angeles Business Improvement District
November 8, 2016	Boyle Heights Chamber of Commerce
November 10, 2016	Boyle Heights Neighborhood Council, Planning & Land Use Committee
November 15, 2016	Community Update Meeting
November 30, 2016	Boyle Heights Neighborhood Council
December 8, 2016	Council District 14, Councilmember Jose Huizar
January 12, 2017	Housing Authority of the City of Los Angeles
January 12, 2017	William Mead Homes Resident Advisory Committee
April 29, 2017	William Mead Homes Community Listening Workshop
November 2, 2017	Los Angeles Union Station (LAUS) Roundtable Workshop

2.2 Notice of Intent/Notice of Preparation

To comply with NEPA (40 CFR 1501.7), the FRA published the NOI in the *Federal Register* to prepare an EIS for the project (FR Vol. 81, No. 104, pages 34429-34431, May 31, 2016). The NOI serves as the official legal notice that a federal agency is commencing preparation of an EIS. The *Federal Register* serves as the U.S. Government's official noticing and reporting publication. The NOI initiates the public scoping period for the EIS, provides information about the project, and serves as an invitation for other federal agencies to provide comments on the scope and content of the EIS.

As outlined by CEQA Guidelines §15082 (14 CCR 15000 et seq.) and required under CEQA Statute § 21092, *Public Notice of Preparation of Environmental Impact Report or Negative Declaration*, Metro issued an NOP on May 27, 2016 (State Clearinghouse #2016051071). The NOP summarized the project, provided information on Metro's intention to prepare a joint EIS/EIR, and requested comments from interested parties.

The NOI and NOP provided background information on the project, presented draft project purpose and objectives, addressed the alternatives development process, and provided an initial list of environmental resources to be analyzed. The NOI and NOP also announced the public scoping meetings and invited the public and other interested parties to submit scoping comments through June 27, 2016, for the CEQA NOP and June 30, 2016, for the NEPA NOI. The NOI (as published in the *Federal Register*) and the NOP (as published on CEQANet) are included in Appendix A.

2.3 Agency Outreach

2.3.1 Scoping Initiation Letters

Potential cooperating and participating agencies were initially identified by the lead agencies in accordance with 40 CFR 1501.6 and 23 USC § 139. The FRA sent scoping initiation letters to primary agency points of contact (POC) via the U.S. Postal Service on July 28, 2016 (Appendix B). Additional modified letters were also sent out after the initial scoping period via the U.S. Postal Service on July 26, 2017. The letters notified agencies and invited their participation in preparation of the EIS/EIR as a cooperating or participating agency.

Letters were sent requesting cooperating agency status to the following four agencies: California Department of Transportation (Caltrans), CHSRA, Federal Transit Administration (FTA), and Southern California Regional Rail Authority (SCRRA). Letters were received accepting cooperating agency status from Caltrans on September 1, 2017, SCRRA on August 15, 2017, and CHSRA on January 29, 2018.

Letters were sent requesting participating agency status to the following five agencies: City of Los Angeles Department of City Planning, City of Los Angeles Office of Historic Resources, Federal

Highway Administration, Housing Authority of the City of Los Angeles, and U.S. Environmental Protection Agency (USEPA). No agencies formally declined the invitation.

Table 2-2 identifies cooperating and participating agency POC based on the returned signed agreements agency roles and POC.

Table 2-2. Agency Roles and Points of Contact

Agency	Point of Contact (POC)	Title
Lead Agencies		
Federal Railroad Administration (FRA)	Karla Bloch Lyle Leitelt Amanda Ciampolillo	Regional Manager Community Planner Environmental Protection Specialist
Los Angeles County Metropolitan Transportation Authority (Metro)	Jeanet Owens	Senior Executive Officer Project Management/Regional Rail
Cooperating Agencies		
California Department of Transportation (Caltrans)	Ron Kosinski	Deputy District Director
California High-Speed Rail Authority (CHSRA)	Mark McLoughlin	Director of Environmental Services
Federal Transit Administration (FTA)	Leslie Rogers	FTA Region 9 Administrator
Southern California Regional Rail Authority (SCRRA/Metrolink)	Art Leahy	Chief Executive Officer
Participating Agencies[1]		
City of Los Angeles, Department of City Planning	Patricia Diefenderfer	Senior City Planner
City of Los Angeles, Department of City Planning, Office of Historic Resources	Ken Bernstein	Manager, Office of Historic Resources & Principal City Planner
Federal Highway Administration	Vincent Mammano	Federal Highway Administration Division Administrator
Housing Authority of the City of Los Angeles	Martin Peery	Director of Public Housing
U.S. Environmental Protection Agency (USEPA), Region 9	Alexis Strauss	USEPA Acting Regional Manager

[1] In accordance with 23 USC § 139, invited federal agencies are participating agencies unless they inform the lead agency, in writing, that the agency 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.

2.3.2 Environmental Impact Statement/Environmental Impact Report Scoping Interagency Coordination Meeting

The FRA and Metro conduct interagency coordination meetings on a monthly or bimonthly basis. Meetings with key stakeholders and participating agencies are documented in the FRA's *Agency and Public Coordination Plan*.

2.4 Public Outreach

Members of the public, including citizens, elected officials, and other key stakeholders (i.e., community associations, local institutions, and study area-adjacent property owners), are important participants in the EIS/EIR process and were regarded as such throughout scoping. These entities will be consulted throughout the EIS/EIR process at various milestones. Public input gathered during the scoping phase of the EIS/EIR helps inform the purpose and need and guide the development of the EIS/EIR.

2.4.1 Outreach and Notification

In addition to the publication of the NOI and NOP, public scoping outreach and notification occurred through a range of outreach methods and activities, as outlined below.

Website

The NOI/NOP was made available to the public on Metro's website for Link US: https://www.metro.net/projects/link-us/. The website provides links to the project's email address, Facebook page, comment forms, and phone number. Project reports, community meeting presentation and materials, fact sheets, and frequently asked questions can also be found on the website.

Social Media

Facebook posts on November 1, 11, 15, 30, and December 2, 2016, included information for the public scoping meeting date and time and a link to the project website (see Appendix A), a meeting reminder, meeting recap, and a thank you post. The Facebook site is: https://www.facebook.com/regionalrail/

Distribution/Mailing List

In addition to the NOI/NOP and joint notice distributed to the public, a save-the-date pamphlet was also mailed to businesses, residences, and property owners within a 1-mile radius around LAUS on May 19, 2016. This tri-fold pamphlet contained general project information, project website and contact information, and scoping meeting information. The pamphlet also contained content translated into Spanish and Chinese. This information was also provided in multiple email blasts to approximately 1,800 emails of interested stakeholders. The email blasts were sent prior to the scoping meeting on May 12, 2016, and June 1, 2016; each included links to translate the

information into Spanish and Chinese. A third email blast was sent on June 6, 2016, to remind stakeholders of the comment period.

As identified in the project's stakeholder and public outreach plan, the distribution list was developed as part of the early outreach efforts for the project and compiled as part of a stakeholder database. This stakeholder database includes individuals, public agencies, business groups, community groups, and institutions initially provided by Metro and has since been updated with established stakeholders in the project area. The database originally came from the run-through tracks project, which has since been updated for the project. The database will be maintained throughout the public outreach process and environmental documentation stage to ensure it captures the contact information from stakeholders. This database will also be used to mail out information on upcoming public meetings to satisfy the noticing requirements pursuant to NEPA and CEQA.

Newspaper Advertisements

The FRA and Metro advertised the public scoping meeting and comment period in the following newspapers:

- Los Angeles Downtown News on May 30, 2016. The newspaper is circulated mostly in Downtown Los Angeles.
- La Opinión on May 27, 2016. This release was published in Spanish. The newspaper circulates throughout Southern California.
- Rafu Shimpu on May 26, 2016. This release was published in Japanese. The newspaper circulates throughout Los Angeles.
- Chinese Daily News on May 27, 2016. The newspaper circulates throughout Los Angeles.

The meeting was also promoted in the Arts District Business Improvement District's e-newsletter.

Copies of these advertisements are included in Appendix A. The advertisements included an invitation to the public scoping meeting with information regarding the meeting time and place. The advertisements invited the public to attend the public scoping meeting, provided information regarding the meeting time and place, meeting format, the 30-day public scoping period, the publication of the NOI and NOP, Project website address, and instructions for submitting public comments or requesting special accommodations.

Phone List/Phone Line

Individual calls made to the 30 key stakeholders included a brief overview of the project, an invitation to the meeting, and an opportunity to schedule a one-on-one stakeholder briefing. Key stakeholders include elected officials, business organizations, and community organizations, as shown in Table 2-3.

Table 2-3. Phone List Summary

Stakeholder	
Elected Officials	
CA State Assembly District 51, Assembly Member Jimmy Gomez	
US Congressional District 34, Congressman Xavier Becerra	
Los Angeles City Council District 1, Councilmember Gil Cedillo	
Los Angeles City Council District 14, Councilmember Jose Huizar	
Los Angeles County Board of Supervisors, District 1, Supervisor Hilda Solis (Metro Board member)	
CA State Senate District 24, Senator Pro-Tem Kevin De Leon	
Business Organizations	
Arts District Los Angeles Business Improvement District	Boyle Heights Chamber of Commerce
Central City Association	Central City East Association
Chinatown Business Improvement District	Chinese Chamber of Commerce of Los Angeles
Downtown Center Business Improvement District	Little Tokyo Business Association
Los Angeles Area Chamber of Commerce	Los Angeles Historic Core Business Improvement District
Los Angeles Latino Chamber of Commerce	Olvera Street Merchants Association Foundation
Community Organizations	
Arts District Community Council of LA	Boyle Heights Neighborhood Council
Downtown Los Angeles Neighborhood Council	El Pueblo de Los Angeles Historical Monument
Friends of Los Angeles River	Historic Cultural Neighborhood Council
LA River Revitalization Corporation	Lincoln Heights Neighborhood Council
Los Angeles Conservancy	Los Angeles County Bicycle Coalition
Los Angeles River Artists and Business Association	Northeast LA Residents for Clean Air Coalition

2.4.2 Public Scoping Meeting

During the NOI/NOP comment period, the FRA and Metro held one public scoping meeting on June 2, 2016, from 6 to 8 PM at the 1st Floor Plaza of the Metro Headquarters at One Gateway Plaza, Los Angeles, California, 90012. The agenda for the meeting included the following events:

- 6 to 6:30 PM: Welcome and sign-in
- 6:30 to 7 PM: Link US presentation
- 7 to 8 PM: Open house

The public scoping meeting helped notify stakeholders about the public comment period for the CEQA NOP (May 27, 2016 through June 27, 2016) and the NEPA NOI (May 31, 2016 through June 30, 2016). The primary goals for the public scoping meeting were to:

- Educate the public on the need for the project
- Share the project history and how the project has evolved
- Outline the project benefits
- Highlight the project elements
- Present the project timeline
- Explain the next steps
- Satisfy statutory requirements for scoping in accordance with NEPA
- Gather public comments per the requirements of NEPA and CEQA
- Initiate the Section 106 process

The scoping meeting provided the public and government agencies the opportunity to receive information on the NEPA/CEQA process on the project and how to provide comments. Approximately 45 persons attended the scoping meeting. Out of the 45 people who signed in, 37 were community stakeholders and 7 were members of the project team. Stakeholders who attended the meeting included elected official representatives, federal agencies, community organizations, and media; a summary of these meeting participants is provided below. The sign-in sheets are provided in Appendix C, for reference.

At the beginning of the meeting, all attendees were greeted by a member of the project team and asked to sign in at a “welcome” station, located at both entrances to the venue. Once stakeholders signed in, they were offered a Link US information package that included the following items:

- Agenda
- Venue layout
- Fact sheet
- Frequently asked questions
- Comment Form

Copies of the NOI and NOP were also available at the sign-in tables. To ensure the multilingual needs of the community were met, the Project fact sheet and frequently asked questions were available in Spanish and Chinese. In addition, interpreters were available to translate the presentation in Spanish and Chinese. A copy of collateral material provided at the meeting is included in Appendix D.

The meeting venue was set up with one main seating area for the Link US presentation and five project stations located around the main seating area. Prior to the Link US presentation, attendees

were encouraged to visit the various project stations, view the project display boards, meet the project team, and enjoy light refreshments.

At 6:30 PM, Jeanet Owens, Executive Officer Regional Rail and Link US Project Manager for Metro, started the Project presentation. Owens provided a Link US presentation with assistance from Mark Dierking, Link US Community Relations Manager for Metro, and Tom Kim, Project Manager for HDR. The presentation, provided in Appendix E, covered the following topics:

- Project Need
- Project Location
- Project History
- Project Benefits
- Project Overview
- Agency Coordination
- Project Process
- Project Timeline
- Ways to Provide Public Comments
- Project Contact Information

Following the presentation, stakeholders were encouraged to visit the project stations, meet the project team, view project display boards, ask questions, and provide comments. Copies of the display boards presented at the meeting are provided in Appendix F. There were a total of five project stations, as summarized below.

- Station 1: Project Need – Provided information on the project purpose and need
- Station 2: Project History and Project Location – Showed where the project is located and its relation to LAUS and the surrounding communities
- Station 3: Project Benefits – Outlined the benefits Link US will provide including improved air quality, reliable travel alternatives, and increased rail service capacity
- Station 4: Project Overview and Initial Concepts – Provided an overview of the project components and five initial concepts
- Station 5: Process and Timeline – Highlighted the major project milestones

In addition to the five project stations, there were three additional agency partner stations for the Metro LAUS Master Plan team, Metrolink, and CHSRA. Each agency partner station provided information and collateral materials about their projects, and representatives addressed questions and comments from stakeholders FRA also attended the meeting.

Photographs documenting the scoping meetings have been provided in Appendix G.

Meeting attendees were encouraged to share comments and questions with the project team. Attendees were encouraged to submit comments by mail, electronically to the project email address, or as written comments submitted at the meeting. Several attendees submitted written comments at the public scoping meeting using forms made available.

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3.0 Agency and Public Scoping Comments

3.1 Summary

Federal, state, and local agencies; private and public organizations; and the general public provided written comments during the public scoping period. The comment period for the NOP ended June 27, 2016. Comment period for the NOI ended on June 30, 2016. In total, 30 letters were received: 8 letters from federal, state, and local agencies and organizations and 22 letters from individuals. These comments are incorporated into the EIS/EIR Project record.

All comments submitted to the project team during public scoping will be considered in the development of the EIS/EIR. Changes to the EIS/EIR suggested by comments will be made by the project team as appropriate.

3.2 Agency Comments

3.2.1 Verbal Comments Received at Interagency Coordination Meeting

Comments received during interagency coordination meetings included the following topics:

- Project funding sources
- Alternatives under consideration and whether they include high-speed rail as a component
- Operational considerations for existing Metrolink and Amtrak passenger rail service during construction
- The status of historic properties in the study area under the National Historic Preservation Act
- Outreach activities to local communities

3.2.2 Agency Comment Letters

The FRA and Metro received agency comment letters from the following agencies:

- Caltrans (two letters)
- SCRRA
- Southern California Association of Governments (SCAG)
- Metropolitan Water District of Southern California (MWD)
- USEPA (two letters)
- Native American Heritage Commission

All agency comments received are presented in Appendix H and summarized below.

3.2.3 California Department of Transportation

In a letter dated June 7, 2016, Caltrans recommended a traffic study be prepared for the project to analyze the potential for impacts to the state highway system, including US-101. Caltrans noted that any work performed within state right-of-way will require a permit. Additionally, Caltrans noted that the discharge of storm water run-off is not permitted onto the state highway facilities without a stormwater management plan.

In a comment submitted via email on June 27, 2016, Caltrans concurred with the environmental topics to be addressed as outlined in the NOP. Caltrans expressed the importance of understanding the project's traffic implications, stormwater runoff mitigation, cultural resource impacts, and construction impacts. Caltrans also recommended further study of alternative designs for the concourse; including concepts that would be less disruptive to the existing passenger tunnel. A copy of the 1981 MOA for the Busway Extension was provided as a courtesy.

The technical studies being prepared for traffic/circulation, water quality, drainage, and historic resources will address potential project-related impacts to facilities within Caltrans' jurisdiction. Additionally, the EIS/EIR will include an evaluation of alternative concourse design concepts that fulfill the project's stated purpose and need.

3.2.4 Southern California Regional Rail Authority

The SCRRA expressed its support for the project in a letter dated June 24, 2016. SCRRA also expressed its concern with potential impacts to transportation (both permanent and during construction) as a result of the project, including, but not limited to, system capacity, system travel time and delay, train operating efficiency, connectivity, and accessibility. SCRRA is also concerned with safety and security impacts (both permanent and during construction), including, but not limited to, access platforms, infrastructure hardening and resilience, and preservation. Based on the comments provided, impacts to transportation and safety and security concerns will be evaluated in the EIS/EIR.

3.2.5 Southern California Association of Governments

SCAG submitted a letter dated June 27, 2016, expressing support for the Project. SCAG described its role in reviewing the Project's consistency with regional programs in its role as an intergovernmental review agency. SCAG provided an overview of the *2016 Regional Transportation Plan and Sustainable Communities Strategy* (RTP/SCS) and recommended an analysis of Project consistency with SCAG goals and polices.

In response to SCAG's comments, the EIS/EIR and supporting Community Impact Assessment will include an evaluation of the project's consistency with SCAG goals. Growth forecasts will be used as applicable to support the socioeconomics evaluation. The project is identified as Federal Transportation Improvement Project #LA0G1051, a transit priority project for passenger rail and

transit, currently financially constrained. The RTP/SCS provides regional cumulative analysis for the 2040 (future condition) and analyzes regional/intercity rail and HSR service operations, and also provides program-level mitigation recommendations for consideration at the project level. By virtue of the project's inclusion in the RTP/SCS, the EIS/EIR was prepared using applicable program-level evaluations and mitigation recommendations in the Program EIR prepared for the RTP/SCS.

3.2.6 Metropolitan Water District of Southern California

The MWD submitted a letter on June 28, 2016, acknowledging receipt of the NOP. MWD expressed concern related to the safety and structural aspects of the project given its close proximity to the MWD Headquarters Building. MWD recommended that the EIS/EIR include options that maintain the integrity of headquarters basement walls, foundation system, and tie down blocks. Additionally, MWD requested the EIS/EIR include analysis of traffic on surrounding streets. A project-level traffic study will be prepared in support of the EIS/EIR. Access for emergency service providers during and after construction will also be considered in the EIS/EIR. Safety and structural issues associated with MWD headquarters will also be addressed in the geotechnical report and EIS/EIR.

3.2.7 U.S. Environmental Protection Agency

The USEPA submitted a letter dated June 30, 2016, acknowledging receipt of the NOI. USEPA's letter recommended the EIS/EIR address issues related to air quality, including construction emissions, climate change and greenhouse gases, the Los Angeles River, environmental justice, and coordination with other planning efforts. In response to USEPA's comments, an air quality assessment report will be prepared in support of the EIS/EIR that will address emissions of criteria air pollutants and greenhouse gases. Additionally, emissions of toxic air containments will also be evaluated in the EIS/EIR. A water quality assessment report, CIA, and environmental justice evaluation will also be prepared in support of the EIS/EIR. The CIA will include an evaluation of the project's consistency with local plans and city planning objectives.

3.2.8 Native American Heritage Commission

Through a letter dated May 31, 2016, the Native American Heritage Commission made recommendations for cultural resource assessments and provided a summary of portions of Assembly Bill 52 and Senate Bill 18. The Native American Heritage Commission also recommended consultation with California Native American Tribes that are traditionally and culturally affiliated with the geographic area of the Project. The Native American Heritage Commission expressed the need to discuss any impacts and proposed mitigation on historic resources. The FRA responded that the tribal consultation processes required pursuant to state and federal law will be followed during preparation of the EIS/EIR. Historic resources will be evaluated in the technical studies and in the EIS/EIR as part of the Section 106 process.

3.3 Public Comments

Twenty-two public comment submissions were received during the scoping period, which included calls, written comment forms, and submissions through the project website or directly to the Project email address. Twenty-one comment submissions were from public individuals, and one comment was received from a local business prior to the start of the scoping period.

The Project team reviewed each submission to identify individual comments. Appendix I includes all individual comments which are summarized by topic area and discussed in the sections that follow.

3.3.1 Outreach Materials

Four of the comments received requested information be provided in a language other than English. Information was requested in Spanish, Chinese, and Japanese.

3.3.2 Project Funding

One comment requested information about funding – specifically asking if the project had already been adequately funded and if the project would be funded using Measure R funds.

3.3.3 Environmental Resources and Studies

Two comments expressed concern regarding the Macy Street School and recommended the property be evaluated for eligibility as a historical resource. Concerns were expressed regarding the preservation of surrounding cultural neighborhoods. One of the comments asked if US-101 would be evaluated as a cultural resource. One comment inquired as to when the technical reports would be circulated for public review and comment. One comment suggested that structural risks related to localized soil and geological conditions be considered. One commenter provided information on the Upper Los Angeles River Watershed Management Area and indicated that enhanced watershed management plans and a coordinated integrated monitoring program are currently in preparation. One of the comments expressed concern regarding potential changes to the historical aspects of Bauchet Street. One comment expressed concern about the NRHP-listed LAUS. Two comments submitted questions regarding project funding and cost.

3.3.4 Project Support

Three comments offered general support for the project.

3.3.5 Project Design

Four comments offered suggestions and recommendations on project design. One comment suggested an additional mitigation measure be considered to enhance the pedestrian connectivity between LAUS and the Civic Center by bridging the freeway with greenspace. One comment suggested reopening and widening Bauchet Street instead of modifying the Cesar Chavez underpass. One comment submitted raised concerns over the track design, including raising the tracks up 15 feet and suggested other lower cost solutions be investigated as part of the preliminary engineering. One comment noted opposition to surface level parking structures within close proximity of transportation center or platforms.

3.3.6 Project Tracking/Mailing Lists

Two of the comments received requested to be added to the project's mailing list, and one comment asked for a person to be removed from the mailing list. One comment requested to be called back regarding the Project.

3.3.7 Property Acquisition/Right-of-Way

Two comments were received on property acquisition and right-of-way for the project. One comment raised concerns about future train tracks being built over the US-101 and requested additional information on the project. One comment provided information and right-of-way questions for the High Speed Rail Project (Burbank to Los Angeles segment).

3.3.8 Public Involvement/Agency Coordination

One comment received inquired on if Caltrans would be involved with the project.

3.4 Rail Stakeholder Comments

No rail stakeholder comments were received from Union Pacific Railroad or BNSF during the scoping period.

3.5 Response to Scoping Comments

3.5.1 Outreach Materials

Commenters requesting information in a language other than English were provided Project information in Spanish, Chinese, and Japanese.

3.5.2 Project Funding

The Draft EIS/EIR will include information of the project's funding and the current status of the funding.

3.5.3 Environmental Resources and Studies

In accordance with NEPA and CEQA, the EIS/EIR will evaluate the potential impacts to the full range of environmental issues and concerns in the categories listed below. The EIS/EIR will consider agency and public scoping comments in the analysis.

- Land use and planning
- Transportation
- Visual and aesthetics
- Air quality and global climate change
- Noise and vibrations
- Biological and wetland resources
- Floodplains, hydrology, and water quality
- Geology, soils, and seismicity
- Hazardous waste and materials
- Public utilities and energy
- Cultural and paleontological resources
- Parklands, community services and other public facilities
- Section 4(f)
- Economic and fiscal impacts
- Safety and security
- Socioeconomics and communities affected
- Environmental justice
- Cumulative effects

All draft technical studies prepared as part of the draft EIS/EIR will be made available for public review and comment during the public review period of the draft EIS/EIR.

3.5.4 Project Support

Comments related to project support do not affect technical studies or EIS/EIR impact evaluation. However, these comments will be included as part of the project's records.

3.5.5 Project Design

The EIS/EIR will evaluate a range of alternatives that will meet the purpose and need, including addressing project design. The FRA and Metro will define these alternatives and evaluate their suitability for further study in the EIS/EIR. The alternatives and Project design will be developed consistent with the purpose and need for the Project. .

3.5.6 Project Tracking/Mailing Lists

For commenters requesting to be added to future mailing lists, contact information was added to the database for future outreach. For commenters requesting to be removed from future mailing lists, contact information was removed from the database.

3.5.7 Property Acquisition/Right-of-Way

Additional information regarding potential right-of-way needs for alternatives under consideration will be identified in the EIS/EIR. Comments regarding the High-Speed Rail Project (Burbank to

Los Angeles segment) outside of the Link US Project limits are being analyzed as part of the EIS/EIR prepared by the FRA and CHSRA for the High-Speed Rail Project (Burbank to Los Angeles segment).

3.5.8 Public Involvement/Agency Coordination

The FRA and Metro will provide opportunities for public involvement throughout the NEPA/CEQA process through the project website, contact list, public information meetings, and public comment periods. The FRA and Metro prepared the *Link US Agency and Public Coordination Plan*, in accordance with the requirements of 23 USC 139. The *Link US Agency and Public Coordination Plan* describes the strategies for public involvement and will be made available to the public on the project website pending FRA approval.

Throughout the NEPA/CEQA process, agency coordination will occur in compliance with NEPA, CEQA, and other applicable regulatory requirements, such as Section 106 of the National Historic Preservation Act. The *Link US Agency and Public Coordination Plan* describes the strategies for keeping agencies informed and involved in the project's environmental review to ensure their concerns are addressed.

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4.0 Conclusions and Next Steps

Comments submitted during scoping will be taken into consideration by the project team throughout the development of the EIS/EIR. The ideas and concerns shared during scoping, in addition to any received throughout the remainder of the study, will be considered in the content of the EIS/EIR, including the public and agency involvement process, purpose and need statement, alternatives development, and environmental resources evaluation. Public and agency involvement for the project will extend throughout the development of the EIS/EIR as described in the *Link US Project Agency and Public Coordination Plan*.

Appendix A.
Public Notification Materials

Appendix A-1.
Notice of Intent

extension is based on requests from potential eligible entities for additional time to prepare and submit applications.

DATES: The period for submitting applications to the Notice of Funding Opportunity for the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) program published on March 29, 2016 (81 FR 17536), is extended. Applications must be submitted by 3 p.m. ET, on June 24, 2016. Applications must be submitted through *http://www.grants.gov.*

ADDRESSES: Applications must be submitted through *www.grants.gov.* Only applicants who comply with all submission requirements described in this notice and submit applications through *www.grants.gov* will be eligible for award.

FOR FURTHER INFORMATION CONTACT: For further information concerning this notice, please contact the FHWA via email at *ATCMTD@dot.gov.* For questions about the ATCMTD program, contact Mr. Robert Arnold, Director, FHWA Office of Transportation Management, telephone 202–366–1285 or via email at *Robert.Arnold@dot.gov;* or Mr. Egan Smith, Managing Director, Intelligent Transportation Systems (ITS) Joint Program Office, telephone 202–366–9224 or via email at *Egan.Smith@dot.gov.* For legal questions, please contact Mr. Adam Sleeter, Attorney-Advisor, FHWA Office of the Chief Counsel, telephone 202–366–8839 or via email at *Adam.Sleeter@dot.gov.* Business hours for FHWA are from 8 a.m. to 4:30 p.m., e.t., Monday through Friday, except Federal holidays. A telecommunications device for the deaf (TDD) is available at 202–366–3993. Additionally, the NOFO, answers to questions, requests for clarification, and information about Webinars for further guidance will be posted at *http://www.grants.gov/.*

SUPPLEMENTARY INFORMATION:

Electronic Access

An electronic copy of this document may be downloaded from the **Federal Register** Web site at: *http://www.federalregister.gov.*

SUPPLEMENTARY INFORMATION: On March 29, 2016, at 81 FR 17536, FHWA published in the **Federal Register** a NOFO soliciting applications for the ATCMTD program for fiscal year 2016 from eligible entities to develop model deployment sites for large scale installation and operation of advanced transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment. More information about the ATCMTD program, including this notice, amendments to the NOFO, and frequently asked questions, is available at *http://www.grants.gov/* under funding opportunity number DTFH6116RA00012.

The original date for submitting applications was June 3, 2016. A number of eligible entities requested additional time to develop and prepare applications for the ATCMTD program. The FHWA recognizes that potential applicants may need additional time to fully prepare applications, therefore, the date for submitting applications for the ATCMTD program is changed from June 3, 2016, to June 24, 2016.

Authority: 23 U.S.C. 503(c)(4).

Issued on: May 23, 2016.

Gregory G. Nadeau,

Administrator, Federal Highway Administration.

[FR Doc. 2016–12785 Filed 5–27–16; 8:45 am]

BILLING CODE 4910–22–P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Environmental Impact Statement for the Link Union Station Project, Los Angeles, CA

AGENCY: Federal Railroad Administration (FRA), U. S. Department of Transportation (DOT).

ACTION: Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS).

SUMMARY: Through this NOI, FRA announces it will prepare an EIS and Environmental Impact Report (EIR) jointly with the Los Angeles County Metropolitan Transportation Authority (Metro) for the Link Union Station Project (Link US Project). FRA and Metro will develop the EIS/EIR in compliance with the National Environmental Policy Act of 1969 (NEPA), 42 U.S.C. 4321 *et seq.,* and the California Environmental Quality Act (CEQA). FRA invites the public and Federal, state, and local agencies to provide input into the scope of the EIS and will consider all information developed during outreach activities when preparing the EIS/EIR.

DATES: Persons interested in providing written comments on the scope of the Link US Project must do so by June 30, 2016.

A Public scoping meeting is scheduled on Thursday, June 2, 2016.

ADDRESSES: Interested persons should send written comments to FRA's Office of Program Delivery, 1200 New Jersey Avenue SE., (Mail Stop 20), Washington, DC 20590, or Los Angeles County Metropolitan Transportation Authority (Metro) Headquarters, One Gateway Plaza (Mail Stop 99–13–1), Los Angeles, California, 90012, or via email to Mark Dierking, Community Relations Manager, at *dierkingm@metro.net.* Comments should include ''Link Union Station—NOI Scoping Comments'' in the subject line.

Interested persons may also provide comments orally or in writing at the scoping meeting. FRA and Metro will hold the scoping meeting between 6:00 p.m. and 8:00 p.m. at: Metro Headquarters: One Gateway Plaza, Los Angeles, California, 90012. Metro Headquarters is an Americans with Disabilities Act of 1990 (ADA) accessible facility. Spanish and Mandarin translation will be provided. You may call 213–922–2499 at least 72 hours in advance of the meeting to request other ADA accommodations or translation services.

FOR FURTHER INFORMATION CONTACT: Ms. Stephanie Perez, Environmental Protection Specialist, Office of Program Delivery, Federal Railroad Administration, 1200 New Jersey Avenue SE., (Mail Stop 20), Washington, DC 20590; Telephone: (202) 493–0388, email: *stephanie.perez@dot.gov,* or to Mark Dierking, Community Relations Manager, One Gateway Plaza (Mail Stop 99–13–1), Los Angeles, CA 90012; email: *dierkingm@metro.net.* Scoping materials and information concerning the scoping meeting is available through Metro's Web site: *metro.net/projects/regionalrail/scrip.*

SUPPLEMENTARY INFORMATION: FRA is an operating administration of DOT and is responsible for overseeing the safety of railroad operations, including the safety of any proposed rail ground transportation system. FRA is also authorized to provide, subject to appropriations, funding for intercity passenger and rail capital investments and to provide loans and other financial support for railroad investment. FRA may provide funding or financing for the Link US Project in the future.

FRA is the lead agency under NEPA. Metro will be the joint lead agency under NEPA and the lead state agency under CEQA. FRA and Metro will prepare the EIS/EIR consistent with NEPA, the Council on Environmental Quality (CEQ) regulations implementing NEPA in 40 CFR parts 1500–1508, and FRA's Procedures for Considering Environmental Impacts in 64 FR 28545, dated May 26, 1999 (Environmental Procedures). FRA and Metro will

prepare the EIS consistent with 23 U.S.C. 139 (titled ''Efficient environmental reviews for project decisionmaking''). FRA and Metro will also prepare the EIS/EIR consistent with CEQA.

The EIS will also document FRA's compliance with other applicable Federal, state, and local laws including, Section 106 of the National Historic Preservation Act (54 U.S.C. 306108), Section 4(f) of the U.S. Department of Transportation Act of 1966 (49 U.S.C. 303(c)), Section 309(a) of the Clean Air Act (42 U.S.C. 7609(a)), and Executive Order 12898 and U.S. DOT Order 5610.2(a) on Environmental Justice.

Project Background

The Link US Project would improve operational flexibility and expand capacity at Los Angeles Union Station (LAUS). FRA and Caltrans first studied potential capacity improvements in a 2002 EIS/EIR known as the Run-Through Tracks Project. In 2005, FRA issued a Final EIS and Caltrans certified the Final EIR for the Run-Through Tracks Project. Since 2005, Metro identified new components and changes to the local and regional operational and capacity requirements at LAUS. The following new components and changed circumstances now need to be studied in the Link US Project EIS/EIR:

- Coordinated activities between Metro and the California High-Speed Rail Authority (CHSRA) to facilitate the planned High Speed Rail (HSR) system;
- A new passenger concourse as a component of the LAUS Master Plan (LAUSMP). The passenger concourse will include new vertical circulation elements (stairs, escalators, and elevators) and up to 600,000 square feet dedicated for passenger circulation and waiting areas, passenger support functions and amenities (up to 100,000 square feet), and building functional support areas to meet the demands of a multi-modal transit station;
- Integration of run-through tracks on an elevated rail yard to accommodate the new passenger concourse, consistent with the LAUSMP;
- Incorporation of a single loop track;
- Compatibility with other planned or completed Metro and public projects;
- Property ownership and valuation changes; and
- Land use changes since 2005 within the study area.

FRA and Metro will prepare the Link US Project EIS/EIR to analyze these new components and address the changed circumstances.

Project Location

LAUS is located at 800 North Alameda Street, City of Los Angeles, California 90012. LAUS is generally bounded by U.S. Highway 101 (U.S. 101) to the south, Alameda Street to the west, Cesar E. Chavez Avenue to the north, and Vignes Street to the east and is located in an urban setting, northeast of downtown Los Angeles and west of the Los Angeles River. The Link US Project limits within the railroad corridor extend from Control Point (CP) Chavez in the north (near North Main Street) to CP Olympic in the south (near the Interstate 10/State Route 60/U.S. 101 interchange).

Project Need

LAUS is a stub-ended terminal station dating from 1939 that is the central hub for regional transportation in Southern California. Metro operates multiple modes of transit including bus, subway (Red and Purple Lines), and light rail transit (Gold Line) at LAUS. Metrolink (the commuter rail operator governed by the Southern California Regional Rail Authority (SCRRA)) and Amtrak are responsible for operating commuter and intercity rail services, respectively, and maintaining a safe and reliable level of service on existing rail lines, including the Los Angeles-San Diego-San Luis Obispo railroad corridor (primarily commuter ridership). CHSRA is responsible for construction and operation of a statewide HSR system in California. FRA and CHSRA are preparing NEPA/CEQA documents for the Burbank to Los Angeles and Los Angeles to Anaheim sections of the HSR System both of which include a common station at LAUS, including consideration of an at-grade concept. However, LAUS's operational functionality is becoming increasingly limited due to a forecasted increase in ridership on multiple transit and rail lines and the potential for new passenger rail and HSR service in the future.

Between 2000 and 2014, the population in the Southern California Association of Governments (SCAG) region increased by 2 million people (approximately 12.3 percent increase). By 2040, employment and population growth within the SCAG region is forecasted to increase by 16 percent. According to a 2015Metro Transforming LAUS Summary Report about LAUS, there are approximately 110,000 passenger trips travelling through LAUS each weekday. Metro anticipates continued increases in population and employment will nearly double the demand on existing and planned modes of transportation; resulting in over 200,000 passenger trips through LAUS each weekday by 2040.

By 2030, Metrolink and Amtrak anticipate they will need to nearly double the number of overall train operations to provide additional commuter and intercity passenger service throughout the region. This includes an increase in ''through'' trains between Los Angeles and San Diego making all stops; an increase in commuter and intercity passenger service to Ventura and Santa Barbara counties; intercity passenger service to San Luis Obispo; and the addition of a ''through'' intercity passenger service to San Francisco (California State Rail Plan, Caltrans 2013). In addition, Metro is working with the CHSRA to facilitate the planned HSR system at LAUS.

FRA and Metro have identified Link US Project as a critical transportation project to respond to the forecasted ridership increases in the region. Link US Project also represents a critical first step in the implementation of regional transportation solutions identified in the following SCAG planning documents:

- Federally Approved Transportation Improvement Program, (2015);
- Regional Comprehensive Plan and Guide (2008); and
- Regional Transportation Plan and Sustainable Communities Strategy (2016).

Project Purpose and Objectives

Due to the forecasted increase in ridership on existing transit and rail modes combined with the potential for new passenger rail and HSR service in the future, the overall purpose of the Link US Project is to improve the functionality and operational capacity of LAUS in a cost-effective manner while maintaining existing transit/rail operations during construction. Metro is also working with the CHSRA to facilitate the planned HSR system at LAUS within the limits of the Link US Project. The purpose of the Link US Project is to improve mobility, travel times, and safety in the following ways:

- Improve operational efficiencies and scheduling reliability for trains using LAUS by reducing the train movement constraints that results from ''stub-end'' operation by constructing new ''run-through'' tracks and an operational loop;
- Improve pedestrian access to, and functionality of, the passenger platforms while also improving connectivity with other transit serving amenities (retail, food service, and waiting areas) by expanding the passenger concourse;

• Increase the operational capacity of LAUS by over 40 percent to accommodate planned growth of Metrolink and Amtrak train services, and potential HSR service, while not precluding other planned improvements at LAUS by developing an expanded passenger concourse located below the elevated platforms;

• Preserve space and connections for future rail and transit options, including potential HSR service;

• Enhance accessibility to all transit and rail services for passengers with disabilities;

• Minimize service disruptions to existing transit service during construction; and

• Minimize adverse effects to the environment, including historic properties listed on the National Register of Historic Places.

The Link US Project would also reduce greenhouse gas emissions by over 40 percent and thereby meet the air pollution and greenhouse gas emission reduction targets mandated by California Assembly Bill 32, known as the Global Warming Solutions Act of 2006, as amended, and California Senate Bill 375, known as the California's Sustainable Communities and Climate Protection Act of 2008. These two laws establish the basis for SCAG and Metro to accommodate regional growth through increased and more frequent access to alternative modes of transit for local communities.

Proposed Project Alternatives

The Link US Project would transform LAUS from a ''stub-end tracks station'' into a ''run-through tracks station'' while increasing operational capacity to meet the demands of the broader rail system. The EIS/EIR will consider the No Action/No Build Alternative and a number of Build Alternatives.

Each of the Build Alternatives would result in enhanced operational capacity from CP Chavez in the north (near North Main Street) to CP Olympic in the south (near the Interstate 10/State Route 60/U.S. 101 interchange). Major project components are described below.

• *Throat and Elevated Rail Yard*—The Link US Project would include new track and subgrade improvements to increase the elevation of the tracks leading to LAUS known as the ''throat'' and an elevated rail yard including new longer, elevated passenger platforms and canopies.

• *New Passenger Concourse*—The Link US Project would include a new passenger concourse, up to 600,000 square feet (passenger circulation and waiting areas, passenger support functions and amenities, and building functional support areas), including 100,000 square feet of transit serving amenities to meet the demands of a multi-modal transit station. The new passenger concourse would enhance ADA accessibility at LAUS and include new vertical circulation elements (stairs, escalators, and elevators) for passengers between the elevated platforms and the new passenger concourse under the rail yard.

• *Run-Through Tracks*—The Link US Project would include up to 10 run-through tracks with a new viaduct or viaducts over U.S. 101 that extend run-through tracks for regional/intercity rail (Metrolink/Amtrak) and potentially HSR south along the west bank of the Los Angeles River, and a separate overhead viaduct for a single loop track turning north to the existing Keller Yard.

The Link US Project would also require modifications to existing bridges at city streets to accommodate new elevated tracks; modifications to U.S. 101 and local streets to accommodate the run-through tracks overhead viaducts; railroad signal, Positive Train Control, and communications-related improvements; modifications to the SCRRA West Bank main line tracks; modifications to the existing Keller Yard and BNSF Railway West Bank Yard; modifications to the Amtrak lead track; new access roadways to the railroad right-of-way (ROW); additional ROW; and utility relocations, replacements, and abandonments.

Probable Effects

The EIS/EIR will consider the potential environmental effects of the Link US Project alternatives in detail. FRA and Metro will analyze the following environmental issue areas in the EIS/EIR: Air Quality and Global Climate Change; Biological and Wetland Resources; Cultural and Historic Resources; Economic and Fiscal Impacts; Energy; Environmental Justice; Floodplains, Hydrology, and Water Quality; Geology, Soils, and Seismicity; Hazardous Waste and Materials; Land Use, Planning, and Communities; Noise and Vibration; Parklands, Community Services, and Other Public Facilities; Safety and Security; Section 4(f) Resources; Transportation; and Visual Quality and Aesthetics.

Scoping and Comments

FRA encourages broad participation in the EIS process during scoping and review of the resulting environmental documents. FRA invites all interested agencies, Native American Tribes, and the public at large to participate in the scoping process to ensure the EIS/EIR addresses the full range of issues related to the proposed action, reasonable alternatives are addressed, and all significant issues are identified. FRA requests that any public agency having jurisdiction over an aspect of the Link US Project identify the agency's permit or environmental review requirements and the scope and content of the environmental information germane to the agency's jurisdiction over the Link US Project. FRA requests that public agencies advise FRA if they anticipate taking a major action in connection with the proposed project and if they wish to cooperate in the preparation of the Link US Project EIS/EIR.

FRA will coordinate with participating agencies during development of the Draft EIS under 23 U.S.C. 139. FRA will invite all Federal and non-Federal agencies and Native American Tribes that may have an interest in the Link US Project to become participating agencies for the EIS. If an agency or Tribe is not invited and would like to participate, please contact FRA at the contact information listed above. FRA will develop a Coordination Plan summarizing how it will engage the public, agencies, and Tribes in the process. The Coordination Plan will be posted to the Link US Project Web site *metro.net/projects/regionalrail/scrip* and to FRA's Web site *fra.dot.gov*.

FRA and Metro have scheduled a public scoping meeting as an important component of the scoping process for both the state and Federal environmental review. The scoping meeting described in the **ADDRESSES** section will also be advertised locally and included in additional public notification. The format of the meeting will consist of a short presentation describing the proposed Link US Project, objectives, and existing conditions.

Issued in Washington, DC on May 26, 2016.

Jamie Rennert,

Director, Office of Program Delivery.

[FR Doc. 2016–12813 Filed 5–26–16; 11:15 am]

BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Fiscal Year 2015 and 2016 Passenger Ferry Grant Program Project Selections

AGENCY: Federal Transit Administration.

ACTION: Correction: Passenger Ferry Grant Program Announcement of Project Selections.

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Appendix A-2.
Notice of Preparation

Notice of Preparation

For Link Union Station (Link US) Project

Joint Environmental Impact Statement and Environmental Impact Report

Date: May 27, 2016

To: All Interested Agencies, Organizations, and Individuals

ORIGINAL FILED
MAY 26 2016
LOS ANGELES. COUNTY CLERK

Subject: Notice of Preparation of joint Environmental Impact Statement/Environmental Impact Report

Project Title: Link Union Station (Link US) Project

From: Los Angeles County Metropolitan Transportation Authority
Jeanet Owens, Executive Officer, Regional Rail
One Gateway Plaza (Mail Stop MS 99-13-1), Los Angeles, CA 90012

The Los Angeles County Metropolitan Transportation Authority (Metro) and Federal Railroad Administration (FRA) intend to prepare a joint Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Link Union Station Project (Link US or Project). Metro will be the Lead Agency under the California Environmental Quality Act (CEQA). The EIR will be prepared in accordance with CEQA as amended Public Resources Code, Sections 21000-21178 and California Code of Regulations Title 14, Chapter 3, Section 15000-15387). FRA is the lead agency under the National Environmental Policy Act (NEPA) of 1969; and is issuing a Notice of Intent (NOI) to announce their intent to prepare an EIS for Link US.

The purpose of this Notice of Preparation (NOP) is to notify agencies, organizations, and individuals that Metro is the Lead Agency pursuant to CEQA, and intends to prepare a joint EIS/EIR for the Project. This NOP provides a brief description of the Project, a description of the Project's location, Metro's goals and objectives for implementing Link US, and information on how public agencies and members of the public may comment on the Project.

Metro invites public and agency participation in the EIS/EIR process. From public agencies, Metro is requesting comments on the scope and content of the environmental information and environmental analysis to be performed that is related to each agency's statutory responsibilities, including information that would be useful in characterizing the baseline conditions; potential direct, indirect, and cumulative impacts (and projects) that should be considered; and mitigation measures and alternatives that may be capable of avoiding or reducing the significant effects of the Project. Metro is also requesting interested individuals' or organizations' comments on the scope and content of the environmental information to be included in the EIS/EIR.

PROJECT LOCATION

The Project is located at Los Angeles Union Station (LAUS), at 800 North Alameda Street, Los Angeles, California 90012. LAUS is generally bounded by U.S. 101 to the south, Alameda Street to the west, Cesar E. Chavez Avenue to the north, and Vignes Street to the east. The

Project extends north, south, and east of LAUS to encompass various Project elements. Figure 1 depicts the regional location and general vicinity of the Project. Figure 2 depicts the Project Study Area, which encompasses the anticipated extent of the environmental study associated with the major Project components.

PROJECT NEED

LAUS functions as the central hub for regional transit in Southern California and provides direct linkages for the Metro bus and Metro rail system (e.g., Red Line, Purple Line, and Gold Line), Southern California Regional Rail Authority's (SCRRA or commonly referred to as Metrolink) regional rail system, and Amtrak interstate rail system. LAUS is a stub-ended terminal station dating from 1939 and is approaching its operational capacity at peak transit periods. Based on ridership numbers forecasted to increase on multiple transit and rail lines, combined with the implementation of positive train control (PTC), LAUS's operational functionality is becoming increasingly limited; thereby, emphasizing the need for the Project.

The population in the Southern California Association of Governments (SCAG) region increased between 2000 and 2014 by two (2) million people (an approximate 12.3 percent increase). By 2040, employment and population growth within the SCAG region is forecasted to increase by 16 percent. According to data collected by Metro, there are approximately 110,000 passenger trips that currently travel through LAUS each weekday. Metro anticipates continued increases in population and employment will nearly double the demand on existing and planned modes of transportation; resulting in over 200,000 passenger trips through LAUS each weekday by 2040 (Transforming LAUS Summary Report, Metro 2015).

Metro operates multiple modes of transit including bus, subway (Red and Purple Lines), and light rail transit (Gold Line) routes in and out of LAUS. Metrolink and Amtrak are responsible for the operation of commuter and intercity rail services, respectively and maintaining a safe and reliable level of service on existing rail lines, including the Los Angeles-San Diego-San Luis Obispo (LOSSAN) railroad corridor (primarily commuter ridership).

By 2030, Metrolink and Amtrak operators estimate the need to nearly double the number of overall train operations to provide additional commuter train service throughout the region, which would include: an increase in "through" trains between Los Angeles and San Diego making all stops, an increase in both commuter and intercity service to Ventura and Santa Barbara counties, an increase in intercity service to San Luis Obispo, and a "through" service to San Francisco (California State Rail Plan, Caltrans 2013). Metro and FRA have identified Link US as a critical transportation project to respond to the forecasted ridership increases in the region.

Link US also represents a critical first step in the implementation of regional transportation solutions identified in the following SCAG planning documents:

- Federally Approved Transportation Improvement Program (2015);
- Regional Comprehensive Plan and Guide (2008); and,
- Regional Transportation Plan and Sustainable Communities Strategy (2016).

PROJECT PURPOSE AND OBJECTIVES

Due to the forecasted increase in ridership on existing transit and rail modes combined with the potential for new passenger rail and high-speed rail (HSR) service in the future, the overall purpose of Link US is to improve the functionality and operational capacity of LAUS in a cost-effective manner while maintaining existing transit/rail operations during construction. In addition, the purpose of the Project is to improve mobility, travel times, and safety in a way that:

- Improve operational efficiencies and scheduling reliability for trains using LAUS by reducing train movement constraints that result from "stub-end" operation by constructing new "run-through" tracks and an operational loop;
- Improves pedestrian access to and functionality of, the passenger platforms while also improving connectivity with other transit serving amenities (retail, food service, and waiting areas) within an expanded passenger concourse;
- Increases the operational capacity of LAUS by over 40 percent to accommodate planned growth of Metrolink and Amtrak train services and potential HSR service, while not precluding other planned improvements at LAUS, such as the development of an expanded passenger concourse located below the elevated platforms;
- Preserves space and connections for future rail and transit options, including potential HSR service;
- Enhances accessibility provisions for passengers with disabilities to all transit modes;
- Minimize service disruptions to existing transit service during construction, such as Metrolink, Amtrak, Metro Gold Line, Red Line and Purple Line; and,
- Minimizes adverse effects to the environment, including historic properties listed on the National Register of Historic Places (NRHP).

In addition, Link US would reduce green house gas emissions by over 40 percent and thereby meet the air pollution and greenhouse gas emission reduction targets as mandated under California Assembly Bill (AB) 32, known as the Global Warming Solutions Act of 2006, as amended, and, California Senate Bill (SB) 375, known as the California's Sustainable Communities and Climate Protection Act of 2008. These two laws establish the basis for both SCAG and Metro to accommodate regional growth through increased and more frequent access to alternative modes of transit for local communities.

THE PROPOSED PROJECT

Metro is proposing Link US to transform LAUS from a "stub-end tracks station" into a "run-through tracks station" while increasing operational capacity to meet the demands of the broader rail system. The EIS/EIR will consider the No Action/No Build Alternative and potentially up to four (4) Build Alternatives for Link US. HSR is considered a related project to Link US; and therefore, the Link US Build Alternatives will potentially accommodate the construction of up to four (4) HSR tracks and up to two (2) HSR platforms as part of the Project. The Link US EIS/EIR will evaluate the physical improvements to potentially accommodate HSR service at

LAUS within the limits of the Project. FRA and CHSRA will evaluate the construction and operation of the HSR Burbank to Los Angeles and Los Angeles to Anaheim Project Sections in separate environmental documents.

Each of the Build Alternatives would result in enhanced operational capacity from Control Point (CP) Chavez in the north (near North Main Street) to CP Olympic in the south (near the Interstate 10/State Route 60/U.S.101 interchange). Figure 3 depicts the major project components.

- ***Throat and Elevated Rail Yard*** – New track and subgrade improvements to increase the elevation of the tracks leading to LAUS, known as the "throat," and an elevated rail yard that would include new longer, and elevated passenger platforms and canopies.
- ***New Passenger Concourse*** – A new passenger concourse, up to 600,000 square feet (passenger circulation and waiting areas, passenger support functions and amenities, and building functional support areas), including up to 100,000 square feet of transit serving amenities to meet the demands of a multi-modal transit station. The Link US-related portion of the new passenger concourse would enhance Americans with Disabilities Act (ADA) accessibility at LAUS and include new vertical circulation elements (stairs, escalators, and elevators) for passengers between the elevated platforms and the new passenger concourse under the rail yard.
- ***Run-Through Tracks*** – Up to 10 run-through tracks with a new viaduct or viaducts over U.S. 101 that extend run-through tracks for regional/intercity rail (Metrolink/Amtrak) and potentially HSR south along the west bank of the Los Angeles River. In addition, a separate overhead viaduct is required for a loop track(s) turning north to the existing Keller Yard.

The Project would also require: modifications to existing city street bridges to accommodate new elevated tracks; modifications to local streets (including potential street closures and vacations) to accommodate the run-through tracks overhead viaducts; railroad signal(s), PTC, communications-related improvements; modifications to the SCRRA West Bank main line tracks; modifications to the existing Keller Yard and BNSF West Bank Yard; modifications to the Amtrak lead track; provision of railroad right-of-way (ROW) access roadways; additional ROW; and utility relocations, replacements, and abandonments.

PROBABLE EFFECTS

The EIS/EIR will consider in detail the potential environmental effects of the Project alternatives. The following environmental issue areas will be analyzed in the EIS/EIR: Air Quality and Global Climate Change; Biological and Wetland Resources; Cultural and Historic Resources; Economic and Fiscal Impacts; Energy; Environmental Justice; Floodplains, Hydrology, and Water Quality; Geology, Soils, and Seismicity; Hazardous Waste and Materials; Land Use, Planning, and Communities; Noise and Vibration; Parklands, Community Services, and Other Public Facilities; Safety and Security; Section 4(f) Resources; Transportation; and Visual Quality and Aesthetics.

PUBLIC INVOLVEMENT AND AGENCY COORDINATION

A comprehensive public involvement program has been developed, including the preparation of a Public Outreach Plan and Agency Coordination Plan. The program includes a Project website (https://www.metro.net/projects/regionalrail/scrip/); outreach to local and county officials, and community and civic groups; a public scoping process to define the issues of concern among all parties interested in the Project; focused meetings with stakeholders; a public meeting during the Draft EIS/EIR comment period; and development and distribution of Project newsletters.

PUBLIC REVIEW PERIOD

This NOP is being circulated pursuant to California Public Resource Code Section 21153(a) and the CEQA Guidelines, Section 15082. Public agencies and the public are invited to comment on the proposed scope and content of the environmental information to be included in the EIS/EIR. Metro will make the NOP available for at least 30 days to allow for public review and comment. The comment period for the NOP extends from May 27, 2016 to June 27, 2016.

PROVIDING COMMENTS

Please provide your written comments, including specific statutory responsibilities of your agency, as applicable. Written comments on the NOP and the content of the EIS/EIR should be submitted no later than Thursday, June 27, 2016. Please send your comments via U.S. mail to Metro Headquarters, One Gateway Plaza (Mail Stop 99-13-1), Los Angeles, California, 90012; or via email to Mark Dierking at dierkingm@metro.net, with the subject line “Link Union Station – NOP Scoping Comments,” and include the name of a contact person in your organization, if applicable.

PUBLIC SCOPING MEETING

CEQA Section 15083 provides for a Lead Agency to consult directly with any person or organization it believes will be concerned with the environmental impacts of the Project. The public scoping process will be helpful for Metro to identify a range of alternatives, mitigation measures, and potential significant impacts to be analyzed in depth in the EIS/EIR.

Metro and FRA have scheduled a public scoping meeting on Thursday, June 2, 2016 from 6:00 PM – 8:00 PM at Metro Headquarters, One Gateway Plaza, Los Angeles, California, 90012.

Scoping materials will be available at the meeting and on the Metro website: https://www.metro.net/projects/regionalrail/scrip/.

The format of the meeting will consist of a short presentation sharing the Project, Project objectives and existing conditions.

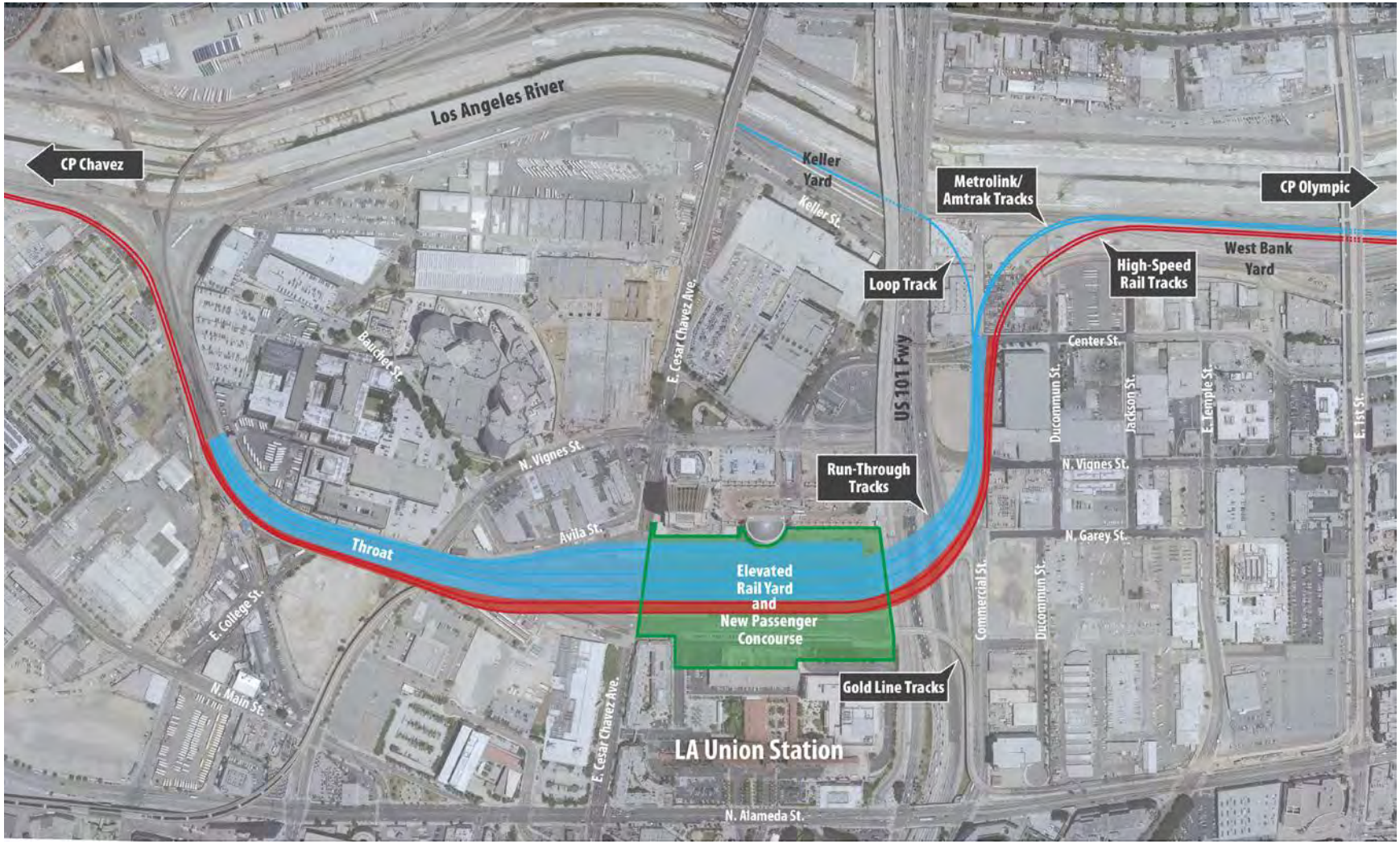
Public input is anticipated via comment cards provided at the meeting, but Metro will also accept letters and emails to the addresses above.

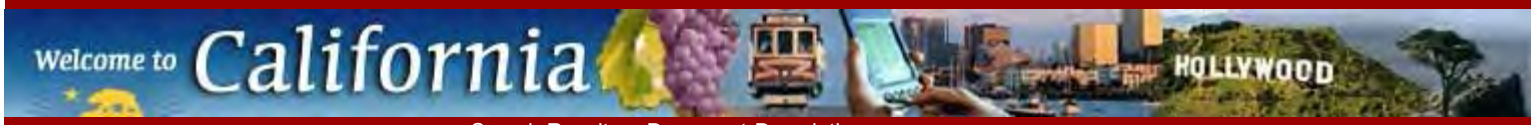
All Metro meetings are held in ADA accessible facilities. Spanish and Mandarin translation is provided. Other ADA accommodations and translations are available by calling 213-922-2524 at least 72 hours in advance. Metro requests public agencies' views on the scope and content of the environmental information relevant to your agency's statutory responsibilities. Please send your agency's written response to the address indicated above by June 27, 2016.

Figure 1. Project Location and Regional Vicinity

Figure 2. Link US – Project Study Area

Figure 3. Link US – Major Project Components





Link Union Station (Link US)

SCH Number: 2016051071

Document Type: NOP - Notice of Preparation

Project Lead Agency: Metropolitan Transportation Authority

Project Description

Other: Federal Railroad Administration Metro is proposing the project to transform Los Angeles Union Station from a "stub-end tracks station" into a "run-through tracks station" while increasing operational capacity to meet the demands of the broader rail system. The project would include the construction of new run-through tracks over US-101, a new passenger concourse, and an elevated rail yard that would include new boarding platforms and overhead canopies. Metro is also working with California High-Speed Rail Authority to potentially accommodate high-speed rail within the limits of Link US. The project would also require: modifications to existing bridges; modifications to local streets; communications-related improvements; modifications to existing mainline tracks; additional right-of-way; and utility relocations, replacements, and abandonments.

Contact Information

Primary Contact:
Mark Dierking
Metropolitan Transportation Authority
(213) 922-2524
One Gateway Plaza
MS 99-17-2
Los Angeles, CA 90012

Project Location

County: Los Angeles
City: Los Angeles, City of
Region:
Cross Streets: Alameda St, Caesar Chavez, Commercial St
Latitude/Longitude: 34° 3' 20.4" / 118° 14.3' 46" Map
Parcel No: multiple
Township:
Range:
Section:
Base:
Other Location Info:

Proximity To

Highways: 101, 5, 10, 110
Airports:
Railways: Amtrak, Metrolink
Waterways: LA River
Schools: Castelar ES
Land Use: LA Union Station, Alameda District Specific Plan - Commercial and Industrial

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Development Type

Commercial, Transportation: Other (Transit improvement)

Local Action

Other Action (Transit Project)

Project Issues

Aesthetic/Visual, Air Quality, Archaeologic-Historic, Biological Resources, Drainage/Absorption, Economics/Jobs, Fiscal Impacts, Flood Plain/Flooding, Geologic/Seismic, Noise, Population/Housing Balance, Public Services, Schools/Universities, Sewer Capacity, Soil Erosion/Compaction/Grading, Solid Waste, Toxic/Hazardous, Traffic/Circulation, Water Quality, Growth Inducing, Landuse, Cumulative Effects, Other Issues (Historic resources)

Reviewing Agencies (Agencies in **Bold Type** submitted comment letters to the State Clearinghouse)

Resources Agency; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Wildlife, Region 5; Native American Heritage Commission; Public Utilities Commission; Caltrans, Division of Transportation Planning; California Highway Patrol; Caltrans, District 7; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 4

Date Received: 5/25/2016 **Start of Review:** 5/25/2016 **End of Review:** 6/23/2016

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Appendix A-3.
Newspaper Notifications

LEGAL

NOTICE OF SALE

NOTICE OF SALE

NOTICE IS HEREBY GIVEN that the undersigned intends to sell the personal property described below to enforce a lien imposed on said property pursuant to Sections 21700-21716 of the Business & Professions Code, Section 2328 of the UCC, Section 535 of the Penal Code and provisions of the Civil Code.

The undersigned will sell on the 14th day of Junel 2016 at 11: 00 A.M. on the premises where said property has been stored and which are located at Thriftee Storage Company LLC, 1717 N. Glendale Blvd. in the city of Los Angeles, County of Los Angeles, State of California, the following:

Name of owner: Space number
Description of goods
Amount

Sarah Prater D-76
Personal effects
$224.00
Acne Production A-2
Personal effects
$398.00
Francisco Torres L-60
Personal effects
$130.00
Janet Hoffman
A6,L16,L9,L23,L29,
L3,L34,L41,L6,L7,S19
Personal effects
$3100.00

Purchases must be paid for at the time of purchase in cash only. All purchased storage units with the items contained herein are sold on an "as-is" basis and must be removed at the time of sale. Sale subject to cancellation in the event of settlement between Thriftee Storage Co. and obligated party.

Thriftee Storage Company LLC
Dated at Los Angeles, CA by
Felipe F. Islas / Manager
May 26th 2016.

PUBLIC NOTICE

COUNTY OF LOS ANGELES
TREASURER AND TAX COLLECTOR

NOTICE OF DIVIDED PUBLICATION
Made pursuant to Revenue and Taxation Code Section 3381

Pursuant to Revenue and Taxation Code Sections 3381 through 3385, the Notice of Power to Sell Tax-Defaulted Property in and for the County of Los Angeles, State of California, has been divided and distributed to various newspapers of general circulation published in the County. A portion of the list appears in each of such newspapers.

NOTICE OF IMPENDING POWER TO SELL TAX-DEFAULTED PROPERTY
Made pursuant to Revenue and Taxation Code Section 3361

Notice is hereby given that real property taxes and assessments on the parcels described below will have been defaulted five or more years, or, in the case of nonresidential commercial property, property on which a nuisance abatement lien has been recorded, or that can serve the public benefit by providing housing or services directly related to low-income persons when three or more years have elapsed, and a request has been made by a city, county, city and county, or nonprofit organization that property, will become subject to the Tax Collector's power to sell.

The parcels listed will become subject to the Tax Collector's power to sell on July 1, 2016, at 12:01 a.m., by operation of law. The Tax Collector will record a Notice of Power to Sell unless the property taxes are paid in full or an installment plan of redemption is initiated, as provided by law prior to 5:00 p.m., on June 30, 2016. The right to initiate an installment plan terminates on June 30, 2016. Thereafter, the only option to prevent the sale of the property at public auction is by paying the taxes in full.

The right of redemption survives the property becoming subject to the Tax Collector's power to sell, but it terminates at 5:00 p.m. on the last business day before the scheduled auction of the property by the Tax Collector.

The Treasurer and Tax Collector's Office will furnish, upon request, information concerning payment in full or initiating an installment plan of redemption. Requests must be made to Joseph Kelly, Treasurer and Tax Collector, County of Los Angeles, 225 North Hill Street, First Floor Lobby, Los Angeles, California 90012. For more information, please visit our website at ttc.lacounty.gov.

The amount to redeem, in dollars and cents, is set forth opposite its parcel number. This amount includes all defaulted taxes, penalties, and fees that have accrued from the date of tax-default to the date of June 30, 2016.

I certify, under penalty of perjury, that the foregoing is true and correct. Dated this 5th day of May, 2016.

TREASURER AND TAX COLLECTOR
COUNTY OF LOS ANGELES
STATE OF CALIFORNIA

PARCEL NUMBERING SYSTEM EXPLANATION

The Assessor's Identification Number, when used to describe property in this list, refers to the Assessor's map book, the map page, the block on the map, if applicable, and the individual parcel on the map page or in the block. The Assessor's maps and further explanation of the parcel numbering system are available in the Assessor's Office, 500 West Temple Street, Room 225, Los Angeles, California 90012.

The real property that is the subject of this notice is situated in the County of Los Angeles, State of California, and is described as follows:

PROPERTY TAX DEFAULTED IN YEAR 2013 FOR TAXES, ASSESSMENT, AND OTHER CHARGES FOR FISCAL YEAR 2012-2013
2360 $145.66 DEL GIZZI,DANA M AIN: 5535-025-002
2361 $65,406.54 RICHAR INC SITUS:1250 N WESTERN AVE LOS ANGELES CA 90029-1019 AIN: 5537-002-026
PROPERTY TAX DEFAULTED IN YEAR 2011 FOR TAXES, ASSESSMENT, AND OTHER CHARGES FOR FISCAL YEAR 2010-2011
2362 $75.88 4-STREETS CO-OP OF RTE 2 INC SITUS:630 N BERENDO ST LOS ANGELES CA 90004-2104 AIN: 5538-029-032
2363 $290.35 4-STREETS CO-OP OF RTE 2 INC SITUS:626 N BERENDO ST LOS ANGELES CA 90004-2144 AIN: 5538-029-033
2364 $83.38 4-STREETS CO-OP OF RTE 2 INC SITUS:616 N BERENDO ST LOS ANGELES CA 90004-2104 AIN: 5538-029-034
2365 $81.84 4-STREETS CO-OP OF RTE 2 INC SITUS:610 S BERENDO ST LOS ANGELES CA 90005-1712 AIN: 5538-029-035
2366 $122.59 4-STREETS CO-OP OF RTE 2 INC SITUS:639 N NEW HAMPSHIRE AVE LOS ANGELES CA 90004-2112 AIN: 5538-029-036
2367 $117.13 4-STREETS CO-OP OF RTE 2 INC SITUS:635 N NEW HAMPSHIRE AVE LOS ANGELES CA 90004-2167 AIN: 5538-029-037
2368 $122.84 4-STREETS CO-OP OF RTE 2 INC SITUS:617 N NEW HAMPSHIRE AVE LOS ANGELES CA 90004-2121 AIN: 5538-029-038
2369 $73.49 4-STREETS CO-OP OF RTE 2 INC SITUS:4203 CLINTON ST LOS ANGELES CA 90004-2106 AIN: 5538-030-028
2370 $83.88 4-STREETS CO-OP OF RTE 2 INC SITUS:627 N BERENDO ST LOS ANGELES CA 90004-2103 AIN: 5538-030-029
2371 $117.71 4-STREETS CO-OP OF RTE 2 INC SITUS:639 N BERENDO ST LOS ANGELES CA 90004-2103 AIN: 5538-030-030
2372 $81.49 4-STREETS CO-OP OF RTE 2 INC SITUS:645 N BERENDO ST LOS ANGELES CA 90004-2103 AIN: 5538-030-031
2373 $101.41 4-STREETS CO-OP OF RTE 2 INC SITUS:659 N BERENDO ST LOS ANGELES CA 90004-2103 AIN: 5538-030-032
2374 $89.04 4-STREETS CO-OP OF RTE 2 INC SITUS:647 N HELIOTROPE DR LOS ANGELES CA 90004-2107 AIN: 5538-031-020
2375 $4,476.66 4-STREETS CO-OP OF RTE 2 INC SITUS:659 N HELIOTROPE DR LOS ANGELES CA 90004-2163 AIN: 5538-031-022
2376 $96.82 4-STREETS CO-OP OF RTE 2 INC SITUS:650 N KENMORE AVE LOS ANGELES CA 90004-2122 AIN: 5538-031-023
2377 $53,972.86 ALTOUNIAN,JACQUELINE AND TERZIAN,LEVON SITUS:1212 N ALEXANDRIA AVE LOS ANGELES CA 90029-1404 AIN: 5540-007-011
PROPERTY TAX DEFAULTED IN YEAR 2010 FOR TAXES, ASSESSMENT, AND OTHER CHARGES FOR FISCAL YEAR 2009-2010
2378 $1,835.73 SCHLAFF,JOHN SITUS:1216 N KENMORE AVE LOS ANGELES CA 90029-1589 AIN: 5540-011-003

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NOTICE OF PREPARATION AND INTENT FOR A JOINT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT (EIS/EIR) AND PUBLIC SCOPING MEETING

WHAT IS BEING PROPOSED?

The Federal Railroad Administration (FRA) and Los Angeles County Metropolitan Transportation Authority (Metro) are initiating the environmental process for Link Union Station (Link US or Project), formerly known as the Southern California Regional Interconnector Project (SCRIP). FRA will serve as the lead agency under the National Environmental Policy Act (NEPA) for the Project and has released a Notice of Intent (NOI) to prepare an EIS. Metro will serve as the lead agency under the California Environmental Quality Act (CEQA) and has released a Notice of Preparation (NOP) for the EIR. FRA and Metro intend to prepare a joint EIS/EIR for Link US.

FRA and Metro are proposing Link US to transform Los Angeles Union Station (LAUS) from a "stub-end tracks station" into a "run-through tracks station" while increasing operational capacity to meet the demands of the broader rail system. The Project would include the construction of new run-through tracks over US-101, a new passenger concourse, and an elevated rail yard that would include new boarding platforms and overhead canopies. Metro and FRA are also working with California High-Speed Rail Authority (CHSRA) to facilitate the planned HSR system within the limits of Link US. Link US would also require: modifications to existing bridges at city streets to accommodate new elevated tracks; modifications to local streets; railroad signal, Positive Train Control, and communications-related improvements; modifications to existing mainline tracks; additional right-of-way; and utility relocations, replacements, and abandonments.

The EIS/EIR will be prepared consistent with the NEPA (42 U.S.C. 4321 et seq.) and the Council on Environmental Quality regulations implementing NEPA set forth in 40 CFR Parts 1500-1508, the FRA's Procedures for Considering Environmental Impacts as set forth in 64 CFR Part 28545, dated May 26, 1999 (Environmental Procedures), 23 U.S.C. 139, CEQA (Section 21000-21178 and California Code of Regulations Title 14, Chapter 3 Section 15000-15387), and other applicable federal and state laws and regulations. The purpose of this Notice is to:

- Advise the public that FRA is the lead federal agency and Metro is the lead state/local agency;
- Provide information about the Project, purpose and need for the project, and alternatives to be considered; and,
- Invite public and agency participation in the EIS/EIR process.

The EIS/EIR will consider the No Action/No Build Alternative and a number of Build Alternatives that improve the functionality and operational capacity of LAUS in a cost-effective manner while maintaining existing transit/rail operations during construction.

WHEN IS THE PUBLIC REVIEW AND COMMENT PERIOD?

The public review and comment period for the NOP and NOI is May 27, 2016 to June 27, 2016. Federal, state, and local agencies, organizations, and public are invited to provide input into the scope of the EIS/EIR.

HOW CAN YOU COMMENT?

Interested persons should send written comments to FRA's Office of Program Delivery, 1200 New Jersey Avenue, S.E. (Mail Stop 20), Washington, DC 20590, or Los Angeles County Metropolitan Transportation Authority (Metro) Headquarters, One Gateway Plaza (Mail Stop 99-13-1), Los Angeles, California, 90012, or via e-mail to Mark Dierking, Community Relations Manager, at dierkingm@metro.net. Comments should include "Link Union Station – NOI Scoping Comments" or "Link Union Station – NOP Scoping Comments" in the subject line. Persons interested in providing written comments on the scope of the Project must do so by Monday June 27, 2016.

Scoping materials and information concerning the scoping meeting is available through Metro's Web site: https://www.metro.net/projects/regionalrail/scrip/

WHEN AND WHERE IS THE SCOPING MEETING TAKING PLACE?

Thursday, June 2, 2016
6:00 PM – 8:00 PM; Brief Presentation at 6:30 PM
Metro Headquarters, One Gateway Plaza, First Floor Plaza, Los Angeles, California, 90012

All Metro meetings are held in ADA accessible facilities. Spanish and Chinese translation will be provided. Other ADA accommodations and translations are available by calling 213-922-2524 at least 72 hours in advance.

AVISO DE PREPARACIÓN E INTENCIÓN PARA UNA DECLARACIÓN CONJUNTA DE IMPACTO AMBIENTAL/REPORTE DE IMPACTO AMBIENTAL (EIS/EIR) Y REUNIÓN DE ALCANCE PÚBLICO

¿QUÉ SE ESTÁ PROPONIENDO?

La Administración Federal Ferroviaria (FRA, por sus siglas en inglés) y la Autoridad de Transporte Metropolitano (Metro) del Condado de Los Ángeles están iniciando el proceso ambiental para Link Union Station (Link US o Proyecto), anteriormente conocido como el Proyecto de Interconexión Regional del Sur de California (SCRIP, por sus siglas en inglés). FRA servirá como agencia líder bajo la Ley Nacional de Política Ambiental (NEPA, por sus siglas en inglés) para el Proyecto y ha publicado un Aviso de Intención (NOI, por sus siglas en inglés) para preparar un EIS. Metro servirá como agencia líder bajo la Ley de Calidad Ambiental de California (CEQA, por sus siglas en inglés) y ha publicado un Aviso de Preparación (NOP, por sus siglas en inglés) para el EIR. FRA y Metro tienen intención de preparar un EIS/EIR conjunto para Link US.

FRA y Metro están proponiendo Link US para transformar Los Angeles Union Station (LAUS) de una "estación de vías finales" en una "estación de vías que atraviesan" mientras que incrementan la capacidad operacional para cumplir las demandas del sistema ferroviario más amplio. El Proyecto incluiría la construcción de nuevas vías que atraviesan por encima de US-101, una nueva explanada de pasajeros, y un patio de ferrocarril elevado que incluiría nuevas plataformas y doseles suspendidos. Metro y FRA también están trabajando con la Autoridad de Tren de Alta Velocidad de California (CHSRA, por sus siglas en inglés) para facilitar el sistema HSR planeado dentro de los límites de Link US. Link US también requeriría: modificaciones para los puentes existentes en las calle de la ciudad para acomodar las nuevas vías elevadas; modificaciones a calles locales: señales de ferrocarril, Control de Tren Positivo, y mejoras relacionadas con las comunicaciones; modificaciones a las vías principales existentes; derechos de paso adicionales; y reubicación, sustituciones, y abandonos de utilidades.

El EIS/EIR será preparado consistente con NEPA (42 U.S.C. 4321 et seq.) y el Consejo sobre las regulaciones de Calidad Ambiental que implementa NEPA establecido en 40 CFR Partes 1500-1508, para los Procedimientos para Considerar los Impactos Ambientales de FRA como se establece en 64 CFR Parte 28545, fechado el 26 de mayo de 1999 (Procedimientos Ambientales), 23 U.S.C. 139, CEQA (Sección 21000-21178 y el Título 14 del Código de Regulaciones de California, Capítulo 3 Sección 15000-15387), y otras leyes y regulaciones federales y estatales. El propósito de este Aviso es:

- Informar al público que FRA es la agencia federal líder y Metro es la agencia estatal/local líder;
- Proporcionar información acerca del Proyecto, propósito y necesidad del proyecto, y alternativas a ser consideradas; y,
- Invitar a la participación del público y a la agencia en el proceso de EIS/EIR.

El EIS/EIR considerará la Alternativa de No Acción/No Construcción y un número de Alternativas de Construcción que mejoren la funcionalidad y capacidad operacional de LAUS de una manera rentable mientras mantiene las operaciones de transporte/férreo existente durante la construcción.

¿CUÁNDO ES LA REVISIÓN PÚBLICA Y EL PERIODO DE COMENTARIOS?

La revisión pública y el periodo de comentarios para el NOP y el NOI son del 27 de mayo de 2016 al 27 de junio de 2016. Las agencias federales, estatales y locales, organizaciones, y el público están invitados a aportar información del alcance del EIS/EIR.

¿CÓMO PUEDE COMENTAR?

Las personas interesadas deben enviar comentarios escritos a la Oficina del Programa de Entrega de FRA, 1200 New Jersey Avenue, S.E. (Mail Stop 20), Washington, DC 20590, o a la Sede de la Autoridad de Transporte Metropolitano del Condado de Los Ángeles (Metro), One Gateway Plaza (Mail Stop 99-13-1), Los Ángeles, California, 90012, o por correo electrónico a Mark Dierking, Gerente de Relaciones Comunitarias, a dierkingm@metro.net. Los comentarios deben incluir "Link Union Station – NOI Scoping Comments" o "Link Union Station – NOP Scoping Comments" en la línea del asunto. Las personas interesadas en proporcionar comentarios escritos sobre el alcance del Proyecto deben hacerlos antes del lunes, 27 de junio de 2016.

Los materiales del alcance e información concerniente de la reunión del alcance están disponibles a través del sitio web de Metro: https://www.metro.net/projects/regionalrail/scrip/

¿CUÁNDO Y DÓNDE ESTA TENIENDO LUGAR LA REUNIÓN DE ALCANCE?

Jueves, 2 de junio de 2016
6:00 PM – 8:00 PM; Presentación breve a las 6:30 PM
Sede de Metro, One Gateway Plaza, Primer Piso Plaza, Los Ángeles, California, 90012

Todas las reuniones de Metro se llevan a cabo en las instalaciones accesibles ADA. Se proporcionará traducción al español y chino. Otros alojamientos ADA y traducciones están disponibles llamando al 213-922-2524 con al menos 72 horas de antelación.

109-10112685

産経新聞

即席麺がうまい

なんてこった　論説委員 福島 敏雄

つい最近、数十年ぶりに即席麺（インスタント・ラーメン）を食べた。「数十年ぶり」とあるように、即席麺は長らく、筆者にとっては禁忌の食品であった。忌まわしい思い出と重なってくるからだ。

ビンボー学生だったころ、即席麺ばかりを食べていた。冬のあるとき、カネがなくなりかけたため、1袋18円の即席麺を30袋ばかり買いこみ、下宿にこもって、昼、夕、晩と毎日、食べ続けた。3日目ぐらいから下痢になり、1週間ほどすると、顔のハダがカサカサの黄色になった。

麺の色がハダに染みついてしまったのだろうか。またまた訪れた悪友がびっくりし、「野菜も食わにゃ、アカンやんけっ！」と、泥のついたネギを差しいれてくれた。包丁もないので、それからしばらくは、文具用ハサミでちょきちょき切ったネギを入れて食べていた。さすがにミジメな気分になった。

働きはじめたころ、年末年始はたいてい泊まり勤務を割りふられた。あるとき、元日が泊まり明けで、下宿に帰ったが、食べ物がなにもないことに気づいた。当時はコンビニもなく、商店や喫茶店はどこも休み。ハテ、困った。

そのころカップ麺が出はじめ、最近は見なくなったが、駅近くの商店の前には給湯付きの自動販売機があった。コインを入れると、カップ麺がストンと落ちてくる。それを受け皿に置くと、とがった鉄パイプがするすると下がってきて、フタの中央部をぐさりと刺して熱湯を注ぎこむ。

そのカップ麺を両手に持って、下宿への帰り道、すれ違った初詣帰りの振袖姿の娘さんや子供たちが奇異な表情で見つめ、クスッと笑った。当時は蓬髪、しかも泊まり明けでやつれていたので、ホームレスだと思ったのかもしれない。ミジメな気分になった。

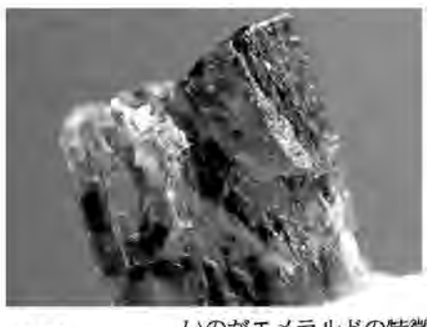
以来、食物や料理にこだわるようになり、即席麺を口にすることはなかった。一度だけ、信州の山間部にある山小屋風の食堂に入り、ラーメンを注文したことがある。なかなかうまかったが、なにげなく、のれん越しに厨房の方に目をやると、ゴミ箱に即席麺の空き袋が詰まっていた。

だまされたと思い、ますます即席麺を避けるようになった。新聞社の中でもヒマな編集局の、さらにヒマな社会部が、ヒマにかこつけてカップ麺を作り、筆者の机の上にも1個置かれていたが、そのまま放置していたら、そのうち、なくなってしまった。

もともとラーメン大好き人間なので、パスタマシンまで買い込み、小麦粉（強力粉）やタマゴ、塩、粉末鹹水を使い、自家製の麺を作っていた。試行錯誤のすえ出来上がった鶏ガラをベースにしたスープは、そこいらへんのラーメン店よりうまいと自負していた。

最近の即席麺はうまくなったとたびたび聞かされ、おそるおそる食べてみた。うーむ、たしかに自家製なみのうまさだ。同時に、ラーメン作りについやした幾星霜を思いだし、つぶやきがもれた。なんてこった。

エメラルド



宝の石図鑑

変わらぬ値打ち

宝石の王様・ダイヤモンドが研磨されて宝石としてもてはやされ始めたのは、15世紀ごろとされている。そのダイヤの次に好まれるエメラルドは、古代エジプトの女王・クレオパトラも愛したというから歴史ではエメラルドの圧勝だ。

写真をご覧の通り、宝石としては例外的にひび割れが多いのがエメラルドの特徴で、ひびがなく透明感のある結晶などは標本として出回ることはかなり少ないと思われる。宝石として流通しているものでさえ化学処理されていることが多いから、仕方ない。

人工処理されているからといって、その値打ちが下がることはない。トルコ石なども人工処理が施される宝石だし、そもそも宝石は自然と人間とのコラボで生まれるのだから。　（藤浦淳）

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広告 セールス担当者求む　真面目な方　日米両語が分かり多少経験あれば尚可　自在な勤務時間　歩合制　詳細面談　希望者は履歴書を郵送またはFaxでお送り下さい　Rafu Shimpo　701 E. 3rd St., Suite 130　L.A., CA 90013-1789　Fax(213)687-0737　担当：陽子

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羅府新報

合同環境影響評価／環境影響報告（EIS/EIR）および公開スコーピング会合の準備と意思通知

提案内容

連邦鉄道管理局（FRA）および ロサンジェルス郡交通局（Metro）は、従来南カリフォルニア地域相互接続プロジェクト（SCRIP）の名称で知られていたリンク・ユニオン・ステーション（以下「Link US」または「プロジェクト」と略）に対する環境対応プロセスに着手しています。FRA は本「プロジェクト」において、国家環境政策法（NEPA）の下に主導機関として機能し、この度 EIS を準備する意思通知（NOI）を発表しました。Metro はカリフォルニア州環境基準法（CEQA）の下での主導機関として機能し、この度 EIR の準備通知（NOP）を発表しました。FRA および Metro は、Link US に対する合同 EIS/EIR を準備いたします。

FRA と Metro は、ロサンジェルス・ユニオン・ステーション（LAUS）を現在の「頭端式ホーム駅」から「通り抜け式駅」に改装することにより、運用能力を増大し、より広範な鉄道システムの需要に応えられるようにする Link US を提案しています。本「プロジェクト」には、US-101 をまたぐ新設の通り抜け式線路、新設旅客用コンコース、および新設の乗降用プラットフォームと屋根を含む高架式駅構内が含まれます。また Metro と FRA は、カリフォルニア高速鉄道局（CHSRA）とも連携して、計画されている高速鉄道システムを Link US の範囲内に納められるよう図っています。Link US では以下の各事項も必要となるでしょう。即ち、新設される高架式線路に対応して、市街レベルの既存の高架橋等の改装、街路の改装、鉄道信号機、ポジティブ鉄道制御、および通信関連の改善、既存のメイン軌道に対する改造、追加の優先道路、さらに、ユーティリティの移設、取り替え、および放棄。

EIS/EIR は、NEPA（42 U.S.C. 4321 条以下）および 40 CFR Parts 1500-1508 に規定されている NEPA 実施のための環境諮問委員会の規制、1999 年 5 月 26 日付けで 64 CFR Part 28545 に規定（環境手順）されている環境負荷を考慮する FRA の手順、23 U.S.C. 139、CEQA（セクション 21000-21178 およびカリフォルニア州規則集タイトル 14 第 3 章セクション 15000-15387）、その他適用される連邦および州の法規制に準拠して準備されます。本通知の目的は以下のとおりです。

- FRA が連邦サイドの主導機関であり、Metro が州／現地サイドの主導機関であることを人々に知らせる
- 本「プロジェクト」、その目的 およびプロジェクトの必要性、考慮すべき代替案について情報を提供する
- EIS/EIR プロセスへの参加を一般人および機関に呼びかける

EIS/EIR では、何もしない／何も建設しないという代替案、並びに工事期間中も LAUS の既存の乗り継ぎ／鉄道機能は維持しながら、コスト効率の良い方法で運用上の機能性および能力を向上させる建設代替案も幾つか検討します。

公開レビューとコメントの期間はいつか？

NOP と NOI に対する一般の人々によるレビューとコメントの期間は、2016年5月27日から 2016 年 6 月 27 日までです。連邦、州、および ローカルの各機関、団体、一般の人々は、EIS/EIR の範囲に対しての意見をこぞってお寄せください。

どのようにコメントするのか？

関心のある方は、書面によるコメントを FRA の Office of Program Delivery, 1200 New Jersey Avenue, S.E. (Mail Stop 20), Washington, DC 20590 宛、または、Los Angeles County Metropolitan Transportation Authority (Metro) Headquarters, One Gateway Plaza (Mail Stop 99-13-1), Los Angeles, California, 90012 宛に、あるいはメールを Mark Dierking, Community Relations Manager に dierkingm@metro.net 宛にてお送りください。コメントには用件として、“Link Union Station – NOI Scoping Comments” または “Link Union Station – NOP Scoping Comments” と明記してください。本「プロジェクト」の範囲に関して書面によるコメントの提出に関心のある方は、2016 年 6 月 27 日月曜日までに送付してください。

スコーピング資料およびスコーピング会合に関する情報は、次に示す Metro のウェブサイトにてご覧いただけます：
https://www.metro.net/projects/regionalrail/scrip/

スコーピング会合の開かれる日時と場所は？

2016 年 6 月 2 日木曜日
6:00 PM – 8:00 PM、6:30 PM に短いプレゼンテーション
Metro Headquarters, One Gateway Plaza, First Floor Plaza, Los Angeles, California, 90012
Metro のすべての会合は、ADA（アメリカ障害者法）準拠の施設で開かれます。スペイン語および中国語の翻訳が提供されます。その他の ADA 関連の便宜および他言語翻訳も、少なくとも 72 時間前に 213-922-2524 番までお電話いただければ対応可能です。

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台中安和遺址 挨批魚目混珠

建商在原地蓋高樓 市府：遺址文物已異地保存

（台中二十七日電）台中市議員江肇國26日在議會踢爆，「安和阿嬤」出土基地早被破壞挖空，建商在原地蓋起高樓，挖出遺址的地號331已成工地，市府竟指定鄰近地號204空地為市定遺址，魚目混珠，誆騙市民。文化局長王志誠強調，遺址文物已異地保存。

江肇國指出，安和遺址去年在市長林佳龍召開記者會宣布後，文資處不但未進行任何保存動作、任由建商繼續興建工程；去年9月文資處公告安和遺址爲市定遺址，但指定的基地並非文物出土的331地號，而是什麼都沒有的地號204空地。

江肇國說，地號204至今並未有任何挖掘紀錄，市府卻在遺址指定公告中寫著「本遺址區域內出土大量文物，屬於大坌坑時期，有灰坑堆積、陶器、並發掘出土48具人骨」等字眼；將331地號出土挖掘事實套在204號上，有僞造文書、竄改之嫌，典型「狸貓換太子」。

台中市府文資處長湯國榮表示，331地號出土的文物已經異地保存！文資審議委員會研判204地號下應仍有大批文物，只是尚未開挖；331地號旁的私有地若要指定保存，須再編列鉅額公帑來徵收，未來若要開發，須依文資法進行試掘。

台中市議員陳淑華建議，台中市挖掘出最古老的安和路遺址，應採用舊地名，改爲「下七張犁遺址」，讓在地人有感情。王志誠說，將提報到文資審議委員會，由委員來審議是否更名爲「下七張犁遺址」。

▲台中市議員江肇國昨日踢爆，「安和阿嬤」出土基地早被破壞挖空，建商在原地蓋起高樓。（中央社）

空氣比台北差？

◀為改善環境，宜蘭縣府將在6月實施比環保署更嚴格的監測取締標準，還給民眾乾淨空氣。圖為縣府監督業者在煙道取樣。（宜蘭縣政府提供）

宜蘭水泥廠排放六月趨嚴

（宜蘭二十七日電）宜蘭縣內水泥業近年來產生的空汙排放量持續增加，雖符合中央法規標準，但民眾感受不同。爲改善環境，縣府將在6月實施比環保署更嚴格的監測取締標準，還給民眾乾淨空氣。

「新新聞週刊」最近以「宜蘭 你敢住嗎－幻滅的宜居城市」爲題，製作特別報導，披露宜蘭空污問題比台北還嚴重。

宜蘭縣環保局長陳登欽昨天說，環保署在民國85年頒訂「水泥業空氣污染物排放標準」，92年曾做過修正，至今未再修正。冬山鄉一帶居民因附近水泥廠所排放的廢氣污染，飽受痛苦，家中不敢開窗，縣府經多次向環保署反映加嚴管制，但未獲重視。歐盟與中國大陸已對水泥業研訂或實施比台灣更嚴格的排放標準，環保署的規定已不符時宜，必須重新檢討。

他說，目前縣內有共4家水泥廠區，但業者排放的氮氧化物、不透光率的不合格率，近年持續增加，雖符合中央法規的標準，但在地民眾感受不同。

此外，民國101年到104年，水泥廠排放粒狀物占全縣固定污染源近3成；在全縣所產生的氮氧化物中，也有8成來自水泥廠，雖業者有排放超標等事實，但法令規範不夠完善，讓業者遊走法令邊緣，須嚴加管制。

陳登欽表示，爲給居民更好的環境，6月1日起將公告實施比中央更嚴標準，號稱「青天版本2.0」的加嚴標準版本，實施後將可減少約20%水泥業排放的氮氧化物，但仍希望中央能從源頭管控。

他指出，環保署現行規定，業者旋窯粒狀汙染物的6分鐘一筆紀錄值，高於不透光率20%的累積時間不得超過4小時，每天超標不得超過40筆，而過了晚間12時，就全數歸零重新計算，這樣太過鬆散。

陳登欽說，宜蘭縣新訂的排放標準主要針對不透光率和氮氧化物。在發布滿1年後，改爲不得超過3小時，不合格超過30筆就開罰；發布滿2年，提高到不得超過2小時，不合格超過20筆就開罰；至於過了晚間12時就重新計算的「灰姑娘條款」，未來要以任何連續24小時計算。

前30分鐘免費 竹市Youbike上路

（新竹二十七日電）新竹市Youbike上路了！目前市中心已完成10處租借站點，試營運期間，爲鼓勵民眾多使用，前30分鐘享免費優惠，讓大家慢遊竹塹城。市長林智堅26日宣布啓用，從東門圓環騎Youbike至市府，他說，試營運3個月，因應可能的疑難雜症，市府已成立「緊急應變小組」。

新竹市長林智堅說，去年12月與微笑單車董事長劉金標簽訂合作後，建置新竹市Youbike租賃系統，至今已完成10處租借點，供540輛自行車調度，預計今年底，全市30個站點都能建置完畢，超過750輛自行車加入營運。

林智堅強調，市府已事先參考其他縣市的營運狀況，並成立「緊急應變小組」，擁交通專長的副市長沈慧虹擔任召集人，每天邀集交通處，警察局與廠商代表召開會議，針對市民反映的問題，找出解決方法。

▲新竹市長林智堅（前右）26日宣布Youbike啓用，與微笑單車董事長劉金標（左）等從東門圓環騎至市府。（中央社）

编制联合环境影响声明/环境影响报告 (EIS/EIR) 与意向及公众范围界定会议通告

提议是什么?

联邦铁路管理局（FRA）与洛杉矶县大都会交通管理局（Metro）正在着手对“连接联合车站”（Link Union Station，简称“Link US”或“项目”），原名为“南加州区域互联项目”（SCRIP）进行环境评估。FRA根据《国家环境政策法案》（NEPA）担任该项目的牵头机构，并且发布了编制一项环境影响评估（EIS）的意向书（NOI）。Metro将根据《加利福尼亚州环境质量法案》（CEQA）担任牵头机构，并且发布了《环境影响报告》（EIR）的编制通知（NOP）。FRA和Metro打算为Link US编制联合EIS/EIR。

FRA和Metro提议，Link US把洛杉矶联合车站（LAUS）从一个“尽头轨道站”改变成为一个“通行轨道车站”，同时增加运营能力，以满足更广泛的铁路系统的需求。该项目将包括建造跨越US-101公路的新通行轨道，一个新的旅客大厅，以及一个高架铁路站场，包括新的车站站台和雨棚。Metro和FRA还会与加州高速铁路管理局（CHSRA）合作，促进Link US范围内计划的HSR系统。Link US还将要求：对城市街道的现有桥梁进行修改，以适应新的高架轨道；修改当地街道；铁路信号，积极列车控制，以及通信方面的改进；修改现有干线；增加路权；并且进行公用设施搬迁、更换或放弃。

编制的EIS/EIR将符合NEPA (42 U.S.C. 4321等节)和环境质量委员会实施40 CFR第1500-1508部分列明的NEPA的规章、1999年5月26日的64 CFR第28545部分列明的FRA的考虑环境影响程序（环境程序），23 U.S.C. 139，CEQA（第21000-21178节，以及《加州法典》第14篇第3章第15000-15387节），以及其他适用的联邦和州法律和法规。本通告的目的是：

- 告诉公众，FRA是牵头联邦机构，Metro是牵头州/地方机构；
- 提供关于该项目、项目目的和需要以及待考虑的选项的信息；以及
- 邀请公众和机构参与EIS/EIR过程。

EIS/EIR将考虑“不采取行动/不建造选项”以及一些建造选项，这些选项以具有成本效益的方式改善LAUS的功能和运营能力的一些建造选项， 同时在施工期间保持现有交通/铁路运营。

公众审查和评论期在什么时候?

公众对NOP和NOI审查和评论期为2016年5月27日至2016年6月27日。诚邀联邦、州、地方机构、组织和公众对EIS/EIR的范围提供意见。

如何发表意见?

有兴趣的人士请把书面意见寄到FRA的Office of Program Delivery, 1200 New Jersey Avenue, S.E. (Mail Stop 20), Washington, DC 20590，或者寄到Los Angeles County Metropolitan Transportation Authority (Metro) Headquarters, One Gateway Plaza (Mail Stop 99-13-1), Los Angeles, California, 90012，或者发电子邮件给社区关系经理Mark Dierking，电子邮箱：dierkingm@metro.net。请在主题行注明“Link Union Station – NOI Scoping Comments”或“Link Union Station – NOP Scoping Comments”。希望对项目范围提供书面意见的人士必须在2016年6月27日星期一之前提供。

关于范围界定会议的范围界定材料和信息可以在Metro的网站上查看：
https://www.metro.net/projects/regionalrail/scrip/

范围界定会议的时间和地点是什么?

2016年6月2日，星期四
晚上6时 – 8时；6时30分简要介绍

Metro总部，One Gateway Plaza, First Floor Plaza, Los Angeles, California, 90012
所有Metro会议场所均具备ADA通行设施。届时将提供西班牙语和中文翻译。至少提前72小时致电213-922-2524，可以提供其他ADA便利和翻译

MB1000

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Appendix A-4.
Website Notifications

Link Union Station (Link US)

Link US Community Update Meeting
Tuesday, November 15, 2016
6:00 – 8:00 PM
Casa Italiana
1051 N Broadway
Los Angeles, CA 90012
Meeting Details

Link US Public Scoping Meeting and Open House
Thursday, June 2, 2016
6:00 – 8:00 PM

Scoping Meeting Presentation

Share this page on

Contact Us

Comment/Question Form:
Complete this form
to leave us your questions and comments.

213.922.2524
linkunionstation@metro.net
facebook.com/regionalrail

Appendix A-5.
Social Media Notifications

Regional Rail

Home 20+

Like Follow Share ···

Send Message

Like Comment Share

Regional Rail added 4 new photos.
December 2, 2016 ·

Thank you to those who joined us at our November 15th Community Update Meeting! Your participation and feedback is important to the development of the Link Union Station Project. Here are some pictures from the event.

https://www.facebook.com/regionalrail/photos/pcb.1790726461182434/1790723864516027/?type=3

Government Organization in Los Angeles, California

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Regional Rail

125 people like this and 124 people follow this

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(888) 937-4797

Send Message

www.metro.net/regionalrail

Government Organization

People Also Like

Vision Zero Los Angeles
Government Organization
Like

WHAM Rail
Community
Like

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- Home
- About
- Photos
- Likes
- Comment Guidelines
- Events
- Posts

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Regional Rail

Home 20+

Like Follow Share ···

Send Message

Like Comment Share

Regional Rail
November 30, 2016 ·

We hope you had a wonderful Thanksgiving Holiday!

Reminder: the November 15th Community Update Meeting presentation materials are available on the project website at www.metro.net/linkus. View the presentation & get the latest project Fact Sheet & Frequently Asked Questions.

You can also sign up to receive Link US emails for upcoming events & project updates by clicking here: http://bit.ly/2fNzSYo!

Link Union Station (Link US)
LA Metro Transportation Bus Rail Southern California
METRO.NET

Vision Zero Los Angeles
Government Organization
Like

WHAM Rail
Community
Like

Metro High Desert Cor...
Government Organization
Like

Government Organizations in Los Angeles, California

Pages liked by this Page

Los Angeles Me...
Liked

Doran Street and Broa...
Like

LADOT Official
Like

English (US) · Español · Português (Brasil) · Français (France) · Deutsch

Regional Rail
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- Home
- About
- Photos
- Likes
- Comment Guidelines
- Events
- Posts

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Regional Rail

Home 20+

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Write a comment...

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Home

About

Photos

Likes

Comment Guidelines

Events

Posts

Create a Page

Regional Rail
November 15, 2016 ·

See you tonight at the Link Union Station (Link US) Community Meeting! We will be discussing the Link US project alternatives and providing the latest updates. We look forward to your feedback.

COMMUNITY MEETING DETAILS:
Tuesday, November 15, 2016
6:00 – 8:00 PM... See More

Link Union Station (Link US)
LA Metro Transportation Bus Rail Southern California
METRO.NET

Like Comment Share

Vision Zero Los Angeles
Government Organization
Like

WHAM Rail
Community
Like

Metro High Desert Cor...
Government Organization
Like

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Los Angeles Me...
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Doran Street and Broa...
Like

LADOT Official
Like

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https://www.metro.net/linkus

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Like Follow Share ···

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Regional Rail

@regionalrail

Home

About

Photos

Likes

Comment Guidelines

Events

Posts

Create a Page

Regional Rail
November 11, 2016 ·

Reminder: Metro will be hosting a Community Meeting to provide updates on the Link Union Station (Link US) Project and we want to hear your input! Details are provided below:

COMMUNITY MEETING
Tuesday, November 15, 2016
6:00 – 8:00 PM... See More

Like Comment Share

Vision Zero Los Angeles
Government Organization
Like

WHAM Rail
Community
Like

Metro High Desert Cor...
Government Organization
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Government Organizations in Los Angeles, California

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Los Angeles Me...
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Doran Street and Broa...
Like

LADOT Official
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English (US) · Español · Português (Brasil) ·

tps://www.facebook.com/regionalrail/photos/a.1512475459007537.1073741828.1399630070292077/1780555

Regional Rail

Home 20+

Regional Rail

@regionalrail

Like | Follow | Share | ...

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- Home
- About
- Photos
- Likes
- Comment Guidelines
- Events
- Posts

Create a Page

Regional Rail
November 1, 2016 ·

You are invited! Metro is hosting a Community Meeting on Tuesday, November 15, to provide updates on the Link Union Station (Link US) Project.

COMMUNITY MEETING DETAILS:
Tuesday, November 15, 2016
6:00 – 8:00 PM... See More

Join Us for a Link Union Station Project Update!

The Los Angeles County Metropolitan Transportation Authority (Metro) has initiated the environmental process for Link Union Station (Link US), formerly known as the Southern California Regional Interconnector Project (SCRIP).

You are invited to a Community Meeting to learn about the latest project updates.

COMMUNITY MEETING DETAILS:
Tuesday, November 15, 2016
6:00 – 8:00 PM
Casa Italiana (adjacent to St. Peter's Italian Catholic Church)
1051 N. Broadway
Los Angeles, CA 90012

You can attend the Community Meeting via the Gold Line and Metro buses 28, 45, and 83. Plan your trip to the meeting at metro.net or by calling 323.GO.METRO (323.466.3876).

Free on-site parking is also available.

All Metro meetings are held in ADA accessible facilities. ADA accommodations and translations are available by calling 213.922.2524 at least 72 hours in advance.

We hope to see you there!

Like Comment Share

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(888) 937-4797

Send Message

www.metro.net/regionalrail

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People Also Like

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Government Organization
Like

WHAM Rail
Community
Like

From: Link Union Station <LinkUnionStation@metro.net>
Sent: Wednesday, June 01, 2016 5:02 PM
To:
Subject: Reminder: Link US Scoping Meeting & Open House – Tomorrow, June 2, 2016, 6-8 PM!

Español | 中文

We invite you to learn about the Link Union Station Project!

The Los Angeles County Metropolitan Transportation Authority (Metro) has initiated the environmental process for Link Union Station (Link US), formerly known as the Southern California Regional Interconnector Project (SCRIP). Metro will be holding a Scoping Meeting on June 2nd to provide information on the project and receive comments from the public.

Link US will extend the railroad tracks at Los Angeles Union Station (LAUS) over the US-101 freeway, provide one-seat rides from Ventura to Anaheim and San Bernardino to Los Angeles, and reduce dwell times to 5 minutes. Link US will allow LAUS to meet the forecasted demands of the regional rail system by increasing capacity by 40% and potentially accommodating California High-Speed Rail. Link US will also build a new expanded passenger concourse with retail amenities.

Project Benefits:
> Increased rail service capacity
> Improved transit connectivity
> Reduced travel times

> One-seat rides between destinations in Southern California
> Reduced greenhouse gas emissions
> Improved passenger experience

Please mark your calendars for this public meeting. We look forward to seeing you soon!

Link US Scoping Meeting and Open House:

Thursday, June 2, 2016
6:00 – 8:00 PM

Metro Headquarters
One Gateway Plaza, 1st Floor Plaza
Los Angeles, CA 90012

Plan your trip to the meeting at metro.net or by calling 323.GO.Metro (323.466.3876).

Parking is available in the Metro Headquarters underground garage for $8.

All Metro meetings are held in ADA accessible facilities. ADA accommodations and translations are available by calling 213.922.2524 at least 72 hours in advance.

If you are unable to attend in person, and would like to provide feedback, please send written comments in through the following ways:

California Environmental Quality Act (CEQA) Notice of Preparation (NOP) Public Comment Period: May 27, 2016 – June 27, 2016

Please submit NOP public comments via the following methods:

Email: Mr. Mark Dierking
Community Relations Manager
dierkingm@metro.net

Mail: Link Union Station (Link US)
Metro
One Gateway Plaza, MS 99-13-1
Los Angeles, CA 90012

Online: metro.net/projects/regionalrail/commentquestion-form

National Environmental Policy Act (NEPA) Notice of Intent (NOI) Public Comment Period: May 31, 2016 – June 30, 2016

Please submit NOI public comments via the following methods:

Email: Ms. Stephanie Perez
Environmental Protection Specialist
Office of Program Delivery
stephanie.perez@dot.gov

Mail: Link Union Station (Link US)
Federal Railroad Administration
1200 New Jersey Ave, SE (Mail Stop 20)
Washington, DC 20590

Telephone: 202.493.0388

For more information:

213.922.2524
LinkUnionStation@metro.net
metro.net/projects/link-us

323.466.3876 x2
Español
323.466.3876 x3

한국어	日本語
中文	русский
Հայերէն	ภาษาไทย
Tiếng Việt	ហ៊ាងមីម

Metro

Metro
One Gateway Plaza
Los Angeles, CA 90012-2952

Bus & Rail Transit Information:
323.GO.METRO (323.466.3876)
6:30am - 7pm (Monday - Friday)
8:00am - 4:30pm (Saturday/Sunday)

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Los Angeles, CA | 90012 US

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From: Link Union Station <LinkUnionStation@metro.net>
Sent: Monday, June 06, 2016 5:06 PM
To:
Subject: Link US Public Comment Period

WE'RE CONNECTING THE FUTURE

Thank you for participating in the Public Scoping Meeting!

The Los Angeles County Metropolitan Transportation Authority (Metro) has initiated the environmental process for Link Union Station (Link US), formerly known as the Southern California Regional Interconnector Project (SCRIP). Metro held a Scoping Meeting on June 2, 2016 to provide information on the project and receive comments from the public.

Link US will extend the railroad tracks at Los Angeles Union Station (LAUS) over the US-101 freeway, provide one-seat rides from Ventura to Anaheim and San Bernardino to Los Angeles, and reduce dwell times to 5 minutes. Link US will allow LAUS to meet the forecasted demands of the regional rail system by increasing capacity by 40% and potentially accommodating California High-Speed Rail. Link US will also build a new expanded passenger concourse with retail amenities.

Project Benefits:
> Increased rail service capacity
> Improved transit connectivity
> Reduced travel times
> One-seat rides between destinations in Southern California
> Reduced greenhouse gas emissions
> Improved passenger experience

If you were unable to attend the meeting in person, we would still like to hear from you! Please submit written comments in the following ways:

California Environmental Quality Act (CEQA) Notice of Preparation (NOP) Public Comment Period: May 27, 2016 – June 27, 2016

Please submit NOP public comments via the following methods:

Email: Mr. Mark Dierking
Community Relations Manager
dierkingm@metro.net

Mail: Link Union Station (Link US)
Metro
One Gateway Plaza, MS 99-13-1
Los Angeles, CA 90012

Online: metro.net/projects/regionalrail/commentquestion-form

National Environmental Policy Act (NEPA) Notice of Intent (NOI) Public Comment Period: May 31, 2016 – June 30, 2016

Please submit NOI public comments via the following methods:

Email: Ms. Stephanie Perez
Environmental Protection Specialist
Office of Program Delivery
stephanie.perez@dot.gov

Mail: Link Union Station (Link US)
Federal Railroad Administration
1200 New Jersey Ave, SE (Mail Stop 20)
Washington, DC 20590

Telephone: 202.493.0388

For more information:

213.922.2524
LinkUnionStation@metro.net
metro.net/projects/link-us

323.466.3876 x2
Español
323.466.3876 x3

한국어	日本語
中文	русский
Հայերէն	ภาษาไทย
Tiếng Việt	ហ្គាមមីម

Metro

Metro
One Gateway Plaza
Los Angeles, CA 90012-2952

Bus & Rail Transit Information:
323.GO.METRO (323.466.3876)
6:30am - 7pm (Monday - Friday)
8:00am - 4:30pm (Saturday/Sunday)

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Appendix B.
Agency Notification Materials

U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

July 28, 2016

Vincent Mammano
FHWA Division Administrator
Federal Highway Administration – California Division
650 Capitol Mall
Suite 4-100
Sacramento, CA 95814-4708

Re: Invitation to Participate in the Environmental Review Process for the Link Union Station (Link US) Project

Dear Mr. Mammano:

The Federal Railroad Administration (FRA), in cooperation with the Los Angeles County Metropolitan Transportation Authority (Metro) is initiating the preparation of a joint Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the proposed Link Union Station Project (Link US or project). Metro is proposing Link US to transform the Los Angeles Union Station (LAUS) from a "stub-end tracks station" into a "run-through tracks station," while increasing operational capacity of the passenger concourse to meet the demands of the broader transit system.

Due to the forecasted ridership levels on existing transit modes combined with the potential for new passenger rail and high-speed rail (HSR) service in the future, the overall purpose of Link US is to improve the functionality and operational capacity of LAUS in a cost-effective manner that would maintain existing transit operations during construction and would not preclude future transit options, including HSR.

FRA is authorized to provide, subject to appropriations, funding for intercity passenger and rail capital investments and to provide loans and other financial support for railroad investment. FRA and Caltrans first studied potential capacity improvements at LAUS in a 2002 EIS/EIR known as the Run-Through Tracks Project. In 2005, FRA issued a Final EIS and Caltrans certified the Final EIR for the Run-Through Tracks Project. FRA may provide funding or financing for the Link US Project in the future. The relevance of the project to other intercity passenger rail services and with California High-Speed Rail lays out the eligibility of the project for future implementation of funding from FRA.

In accordance with the requirements of the recently enacted Fixing America's Surface Transportation Act (FAST Act), FRA is required to apply the process requirements contained in 23 U.S.C. 139 for projects where an EIS is being prepared. FRA released a Notice of Intent (NOI) to prepare an EIS for Link US on May 31, 2016 and a public scoping meeting was held on June 2, 2016. The NOI is available for review on the Federal Register website (https://www.federalregister.gov/articles/2016/05/31/2016-12813/ environmental-impact-statements-availability-etc-link-union-station-project-los-angeles-ca). Materials provided at the scoping meeting are available for review on Metro's website (https://www.metro.net/ projects/link-us/).

FRA is inviting your agency to become a Participating Agency, which will provide an opportunity for your agency, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered for the project. In addition, your agency will be asked to:

- Provide input on the impact assessment methodologies and level of detail in your agency's area of expertise;
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and,
- Review and comment on sections of the pre-draft or pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

If your agency elects not to act as a Participating Agency, please decline this invitation in writing, indicating that your agency has no jurisdiction or authority with respect to the project, no expertise or information relevant to the project, and does not intend to submit comments on the project. If your agency declines this invitation, please send an email or letter to Stephanie Perez (U.S. Department of Transportation, Federal Railroad Administration, Office of Railroad Policy and Development, 1200 New Jersey Ave SE, Washington, DC 20590 or stephanie.perez@dot.gov). In the letter or email, please include the title of the official responding.

In order to give your agency adequate opportunity to consider the need to be a Participating Agency, written responses are requested by August 29, 2016. Your agency will be treated as Participating Agency unless FRA receives a written response declining the designation.

Sincerely,

Michael Johnsen
Acting Division Chief, Environmental and Systems Planning Division
Office of Railroad Policy and Development

cc: Stephanie Perez, FRA
Lyle Leitelt, FRA
Jeanet Owens, Metro
Tom Kim, HDR
Patrick O'Neill, HDR

U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

July 28, 2016

Leslie T. Rogers
FTA Region 9 Administrator
Federal Transit Administration
San Francisco Federal Building
90, 7th Street
Suite 15-300
San Francisco, CA 94103

Re: Invitation to Participate in the Environmental Review Process for the Link Union Station (Link US) Project

Dear Mr. Rogers:

The Federal Railroad Administration (FRA), in cooperation with the Los Angeles County Metropolitan Transportation Authority (Metro) is initiating the preparation of a joint Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the proposed Link Union Station Project (Link US or project). Metro is proposing Link US to transform the Los Angeles Union Station (LAUS) from a "stub-end tracks station" into a "run-through tracks station," while increasing operational capacity of the passenger concourse to meet the demands of the broader transit system.

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In accordance with the requirements of the recently enacted Fixing America's Surface Transportation Act (FAST Act), FRA is required to apply the process requirements contained in 23 U.S.C. 139 for projects where an EIS is being prepared. FRA released a Notice of Intent (NOI) to prepare an EIS for Link US on May 31, 2016 and a public scoping meeting was held on June 2, 2016. The NOI is available for review on the Federal Register website (https://www.federalregister.gov/articles/2016/05/31/2016-12813/ environmental-impact-statements-availability-etc-link-union-station-project-los-angeles-ca). Materials provided at the

scoping meeting are available for review on Metro's website (https://www.metro.net/ projects/link-us/).

FRA is inviting your agency to become a Participating Agency, which will provide an opportunity for your agency, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered for the project. In addition, your agency will be asked to:

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If your agency elects not to act as a Participating Agency, please decline this invitation in writing, indicating that your agency has no jurisdiction or authority with respect to the project, no expertise or information relevant to the project, and does not intend to submit comments on the project. If your agency declines this invitation, please send an email or letter to Stephanie Perez (U.S. Department of Transportation, Federal Railroad Administration, Office of Railroad Policy and Development, 1200 New Jersey Ave SE, Washington, DC 20590 or stephanie.perez@dot.gov). In the letter or email, please include the title of the official responding.

In order to give your agency adequate opportunity to consider the need to be a Participating Agency, written responses are requested by August 29, 2016. Your agency will be treated as Participating Agency unless FRA receives a written response declining the designation.

Sincerely,

Michael Johnsen
Acting Division Chief, Environmental and Systems Planning Division
Office of Railroad Policy and Development

cc: Stephanie Perez, FRA
Lyle Leitelt, FRA
Jeanet Owens, Metro
Tom Kim, HDR
Patrick O'Neill, HDR

U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

July 28, 2016

Alexis Strauss
EPA Acting Regional Administrator
Environmental Protection Agency
75 Hawthorne Street
San Francisco, CA 94105

Re: Invitation to Participate in the Environmental Review Process for the Link Union Station (Link US) Project

Dear Ms. Strauss:

The Federal Railroad Administration (FRA), in cooperation with the Los Angeles County Metropolitan Transportation Authority (Metro) is initiating the preparation of a joint Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the proposed Link Union Station Project (Link US or project). Metro is proposing Link US to transform the Los Angeles Union Station (LAUS) from a "stub-end tracks station" into a "run-through tracks station," while increasing operational capacity of the passenger concourse to meet the demands of the broader transit system.

Due to the forecasted ridership levels on existing transit modes combined with the potential for new passenger rail and high-speed rail (HSR) service in the future, the overall purpose of Link US is to improve the functionality and operational capacity of LAUS in a cost-effective manner that would maintain existing transit operations during construction and would not preclude future transit options, including HSR.

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FRA is inviting your agency to become a Participating Agency, which will provide an opportunity for your agency, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered for the project. In addition, your agency will be asked to:

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If your agency elects not to act as a Participating Agency, please decline this invitation in writing, indicating that your agency has no jurisdiction or authority with respect to the project, no expertise or information relevant to the project, and does not intend to submit comments on the project. If your agency declines this invitation, please send an email or letter to Stephanie Perez (U.S. Department of Transportation, Federal Railroad Administration, Office of Railroad Policy and Development, 1200 New Jersey Ave SE, Washington, DC 20590 or stephanie.perez@dot.gov). In the letter or email, please include the title of the official responding.

In order to give your agency adequate opportunity to consider the need to be a Participating Agency, written responses are requested by August 29, 2016. Your agency will be treated as Participating Agency unless FRA receives a written response declining the designation.

Sincerely,

Michael Johnsen
Acting Division Chief, Environmental and Systems Planning Division
Office of Railroad Policy and Development

cc: Stephanie Perez, FRA
Lyle Leitelt, FRA
Jeanet Owens, Metro
Tom Kim, HDR
Patrick O'Neill, HDR

U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

March 15, 2017

Mr. Mark McLoughlin
Director of Environmental Services
California High-Speed Rail Authority
770 L Street, Suite 800
Sacramento, CA 95814

Re: Invitation to Participate in the Environmental Review Process for the Link Union Station (Link US) Project

Dear Mr. McLoughlin:

The Federal Railroad Administration (FRA), in cooperation with the Los Angeles County Metropolitan Transportation Authority (Metro) is initiating the preparation of a joint Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the proposed Link Union Station Project (Link US or project). Metro is proposing Link US to transform the Los Angeles Union Station (LAUS) from a "stub-end tracks station" into a "run-through tracks station," while increasing operational capacity of the passenger concourse to meet the demands of the broader transit system.

Due to the forecasted ridership levels on existing transit modes combined with the potential for new passenger rail and high-speed rail (HSR) service in the future, the overall purpose of Link US is to improve the functionality and operational capacity of LAUS in a cost-effective manner that would maintain existing transit operations during construction and would not preclude future transit options, including HSR.

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In order to give your agency adequate opportunity to consider the need to be a Participating Agency, written responses are requested by March 31, 2017. Your agency will be treated as Participating Agency unless FRA receives a written response declining the designation.

Sincerely,

Marlys Osterhues
Division Chief, Environmental and Corridor Planning
Office of Railroad Policy and Development

cc: Stephanie Perez, FRA
Lyle Leitelt, FRA
Juliana Barnes, FRA
Michelle Boehm, CHSRA
Jeanet Owens, Metro
Tom Kim, HDR
Patrick O'Neill, HDR

U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

March 16, 2017

Mr. Art Leahy, Chief Executive Officer
Southern California Regional Rail Authority
P.O. Box 531776
Los Angeles, CA 90053-1776

Re: Invitation to Participate in the Environmental Review Process for the Link Union Station (Link US) Project

Dear Mr. Leahy:

The Federal Railroad Administration (FRA), in cooperation with the Los Angeles County Metropolitan Transportation Authority (Metro) is initiating the preparation of a joint Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the proposed Link Union Station Project (Link US or project). Metro is proposing Link US to transform the Los Angeles Union Station (LAUS) from a "stub-end tracks station" into a "run-through tracks station," while increasing operational capacity of the passenger concourse to meet the demands of the broader transit system.

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In order to give your agency adequate opportunity to consider the need to be a Participating Agency, written responses are requested by April 15, 2017. Your agency will be treated as Participating Agency unless FRA receives a written response declining the designation.

Sincerely,

Marlys Osterhues
Division Chief, Environmental and Corridor Planning
Office of Railroad Policy and Development

cc: Stephanie Perez, FRA
Lyle Leitelt, FRA
Darrell Maxey, SCRRA
Roderick Diaz, SCRRA
Jeanet Owens, Metro
Tom Kim, HDR
Patrick O'Neill, HDR

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Appendix C.
Sign-In Sheets

Link Union Station (Link US)

WE'RE CONNECTING THE FUTURE

Thursday, June 2, 2016

SIGN-IN SHEET

Metro Headquarters
One Gateway Plaza, 1st Floor Plaza
Los Angeles, CA 90012

Name Nombre 名前	Organization Organización 組織	Address Domicilio 地址	ZIP Code Código Postal 拉链	Phone Teléfono 电话	E-Mail Correo Electrónico 电子邮件
Gary Gilbert	Dear Yourman & Assoc				
Mark Chang	PB				
Ronald Lozano	AT&T (Ref)				
James J. Whitney					
Karl Fielding	PB				
HSien Ho					
EUGENE MOY	CHINESE AM. MUSEUM				
Dan Rodriguez	BizFed				
Joyce Wang					
Michael Enwedo	Caltrans				

Metro

10

Link Union Station (Link US)

WE'RE CONNECTING THE FUTURE

Thursday, June 2, 2016

SIGN-IN SHEET

Metro Headquarters
One Gateway Plaza, 1st Floor Plaza
Los Angeles, CA 90012

Name Nombre 名前	Organization Organización 組織	Address Domicilio 地址	ZIP Code Código Postal 拉链	Phone Teléfono 电话	E-Mail Correo Electrónico 电子邮件
SHERRY CONRAS	SICAUSICA				
Daniel Miller	Metro Mgmt Retiree				
Ramon González	Euroestudios				
David H. Mau					
COLIN BOGARS	LACBC				
Harry Poter	Public				
Dean Taniota	Public				
Vanessa Velasco	caltrans				
Joshua Knudson	Caltrans - Environmental				
Charlie Hetland	CH2M				

Metro

1

Link Union Station (Link US)

WE'RE CONNECTING THE FUTURE

Thursday, June 2, 2016

SIGN-IN SHEET

Metro Headquarters
One Gateway Plaza, 1st Floor Plaza
Los Angeles, CA 90012

Name Nombre 名前	Organization Organización 組織	Address Domicilio 地址	ZIP Code Código Postal 拉链	Phone Teléfono 电话	E-Mail Correo Electrónico 电子邮件
Patricia Mann.					
Doug Mensman	City of LA				

Metro

Link Union Station (Link US)

WE'RE CONNECTING THE FUTURE

Thursday, June 2, 2016

SIGN-IN SHEET

Metro Headquarters
One Gateway Plaza, 1st Floor Plaza
Los Angeles, CA 90012

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Matthew Bacchus	MBF				
NINA DELU	HDR				
Vincent Chio	Metro				
Laura Dominguez	L.A. Conservancy				
Greg Heet	HeetSound				
Christine Lee	HDR				
Matthew Parrent	Gruen				

Metro

Link Union Station (Link US)

WE'RE CONNECTING THE FUTURE

Thursday, June 2, 2016

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Metro Headquarters
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Los Angeles, CA 90012

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Arlene Rico					
RODERICK DIAZ	Metrolink				
Lyle Leitelt	FRA				
TIM SCHMIDT	LAM				
HG/ Dasd	HDR				
KWAN, CHOY					

Metro

Link Union Station (Link US)

WE'RE CONNECTING THE FUTURE

Thursday, June 2, 2016

SIGN-IN SHEET

Metro Headquarters
One Gateway Plaza, 1st Floor Plaza
Los Angeles, CA 90012

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Jennifer Lao	MBI				
Bianca Ojeda	MBI				
Mary McCormick	MBI				
David Wemmer	LAN				
EUGENE MOY	CHIN. AM. MUS.				
Maya Asano.	—				
James KANE	—				
Frank Blackmon	—				
Marcella Cortez	ASM. Jimmy Gomez				

Link Union Station (Link US) MEDIA

WE'RE CONNECTING THE FUTURE

Thursday, June 2, 2016

SIGN-IN SHEET

Metro Headquarters
One Gateway Plaza, 1st Floor Plaza
Los Angeles, CA 90012

Name Nombre 名前	Organization Organización 組織	Address Domicilio 地址	ZIP Code Código Postal 拉链	Phone Teléfono 电话	E-Mail Correo Electrónico 电子邮件
CARL MORRISON	TRAINWEB.COM				

Metro

Appendix D.
Collateral Materials

If you are unable to attend in person and would like to provide a comment, please submit written comments by June 27, 2016, to:

Si no puede asistir en persona pero desea aportar sus comentarios, por favor envíelos por escrito antes del 27 de junio de 2016 a:

如果您无法亲自参加，并且希望提供意见，请在2016年6月27日之前把书面意见寄到：

Mark Dierking
Community Relations Manager
dierkingm@metro.net

Link Union Station (Link US)
Metro
One Gateway Plaza, MS 99-13-1
Los Angeles, CA 90012

CONTACT US:

213.922.2524

regionalrail@metro.net

metro.net/projects/regionalrail/scrip

facebook.com/regionalrail

323.466.3876

Español 日本語 Հայերէն
한국어 русский ՄՈՒՍՄՆ
中文 ภาษาไทย Tiếng Việt

Metro
One Gateway Plaza
MS 99-13-1
Los Angeles, CA 90012

metro.net

Save the Date

Public Meeting and Open House Regarding Link Union Station (Link US)

Reunión pública sobre el alcance del Proyecto Link Union Station (Link US)

Link Union Station (Link US) 规划会议和开放参观

Los Angeles Residents and Businesses

Metro

We invite you to learn about Link US!

The Los Angeles County Metropolitan Transportation Authority (Metro) has initiated the environmental process for Link Union Station (Link US), formerly known as the Southern California Regional Interconnector Project (SCRIP). Metro will be holding a Scoping Meeting on June 2nd to provide information on the project and receive comments from the public.

Link US will extend the railroad tracks at Los Angeles Union Station (LAUS) over the US-101 freeway, provide one-seat rides from Ventura to Anaheim and San Bernardino to Los Angeles, and reduce dwell times to 5 minutes. Link US will allow LAUS to meet the forecasted demands of the regional rail system by increasing capacity by 40% and potentially accommodating California High-Speed Rail. Link US will also build a new expanded passenger concourse with retail amenities.

PROJECT BENEFITS:

> Increased rail service capacity
> Improved transit connectivity
> Reduced travel times
> One-seat rides between destinations in Southern California
> Reduced greenhouse gas emissions
> Improved passenger experience

Please mark your calendars for this public meeting. We look forward to seeing you soon!

LINK US PUBLIC MEETING AND OPEN HOUSE:
Thursday, June 2, 2016
6:00 – 8:00 PM

Metro Headquarters
One Gateway Plaza, 1st Floor Plaza
Los Angeles, CA 90012

Plan your trip to the meeting at metro.net or by calling 323.GO.METRO (323.466.3876).

Parking is available in the Metro Headquarters underground garage for $8.

All Metro meetings are held in ADA accessible facilities. ADA accommodations and translations are available by calling 213.922.2524 at least 72 hours in advance.

Lo invitamos a conocer el proyecto Link US!

La Autoridad de Transporte Metropolitano del Condado de Los Ángeles (Metro) ha iniciado un proceso medioambiental para Enlazar Union Station (Link US) antes conocido como el Proyecto Regional de Interconexión del Sur de California (SCRIP). Metro organizará una reunión abierta sobre el alcance de esta iniciativa el próximo 2 de junio, a fin de brindar información y recibir comentarios del público acerca del proyecto.

Link US consistirá en reconfigurar las vías de ferrocarril de la Estación Unión (Union Station) de Los Ángeles (LAUS, en inglés), extendiéndolas hasta la autopista US-101 con recorridos en asientos individuales entre la estación de Ventura y Anaheim y de San Bernardino a Los Angeles, y reducir los tiempos de espera a 5 minutos. Link Us le permitirá a LAUS satisfacer las futuras demandas del sistema regional de ferrocarril aumentando la capacidad de pasajeros en un 40% y potencialmente dar cabida al tren de alta velocidad California High Speed Rail. Link US construirá también una terminal más grande con tiendas para los pasajeros y público en general.

BENEFICIOS DEL PROYECTO:

> Aumenta la capacidad de servicio ferroviario
> Mayor conectividad del tránsito
> Disminución del tiempo de los recorridos
> Asientos individuales entre los destinos del sur de California
> Reducción en la emisión de gases de efecto invernadero
> Mejor experiencia del pasajero

Por favor marque la fecha de esta reunión pública en su calendario. ¡Esperamos verle allí!

REUNIÓN PÚBLICA SOBRE EL ALCANCE DEL PROYECTO LINK US:
Jueves 2 de junio de 2016
6:00 – 8:00 PM

Sede central de Metro
One Gateway Plaza, 1er piso de la plaza
Los Angeles, CA 90012

Planifique su viaje a la reunión a través de metro.net o llamando a 323.GO.METRO (323.466.3876).

Estacionamiento disponible en el garaje subterráneo de la sede central de Metro por $8.

Todas las reuniones de Metro tienen lugar en instalaciones con acceso para personas discapacitadas. Si necesita asistencia especial, puede solicitarlas llamando al 213.922.2524 con 72 horas de anticipación como mínimo.

我们邀请您了解 Link US!

洛杉矶县大都会交通局（Metro）已经着手对连接联合车站（Link US）工程，原名为南加州区域互联工程（SCRIP），进行环境评估程序。Metro 将于6月2日举行规划会议，提供该工程的信息并且征求民众的意见。

Link US 将把洛杉矶联合车站（LAUS）的铁轨延伸跨过US-101高速公路，为 Ventura 至 Anaheim 以及 San Bernardino 至 Los Angeles 提供直通服务，並且候車時間減至 5 分鐘。Link US 将通過增加 40% 的能力來使 LAUS 能夠滿足區域鐵路系統的未來需求，並且可能適用加州高速鐵路。Link US 還將建造一條新的客运走廊，包括零售設施。

工程的好处：

> 增加铁路服务能力
> 改善交通连接
> 减少旅行时间
> 南加州目的地直接直通
> 减少温室气体排放
> 改善乘客体验

请预留时间参加这次公众会议。我们期待您的到来！

LINK US 公共会议和开放参观：
2016年6月2日，星期四
晚上 6时 – 8时

Metro 总部
One Gateway Plaza, 1 楼广场
Los Angeles, CA 90012

上网 metro.net 或致电 323.GO.METRO (323.466.3876)，规划您的行程。

停车在 Metro 总部地下车库，收费 $8。

所有 Metro 会议场地均有 ADA 出入设施。至少提前 72 小时致电 213.922.2524，可以提供 ADA 便利设施和交通。

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Appendix E.
Public Scoping Presentation

Welcome!

Overview Agenda:

- 6:00 pm – 6:30 pm: Welcome & Sign-In
- 6:30 pm – 7:00 pm: Link US Presentation
- 7:00 pm – 8:00 pm: Open House

Metro

Link Union Station (Link US)

(formerly SCRIP)

Scoping Meeting & Open House

June 2, 2016

Metro

Welcome!

Metro

Agenda

- Project Need: Why Do We Need Link US?
- Project Location: Where Is Link US?
- Project History: How Has Link US Evolved?
- Project Benefits: What Will Link US Provide?
- Project Overview: What Is Link US?
- Agency Coordination: Who Is Involved?
- Project Process: What Will Be Studied?
- Project Timeline: What Is Next?

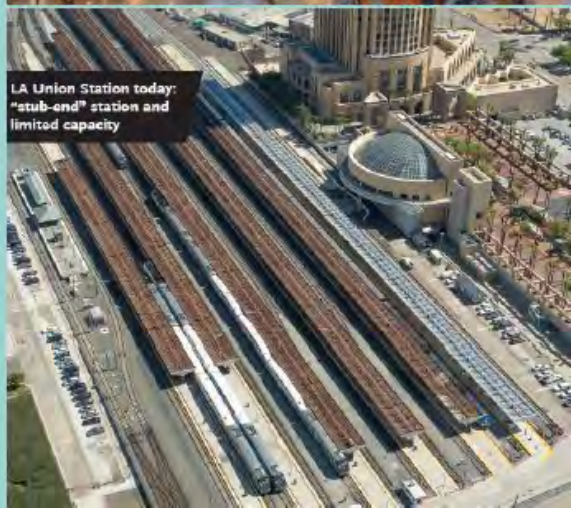
Metro

Project Need:
Why Do We Need Link US?

Metro

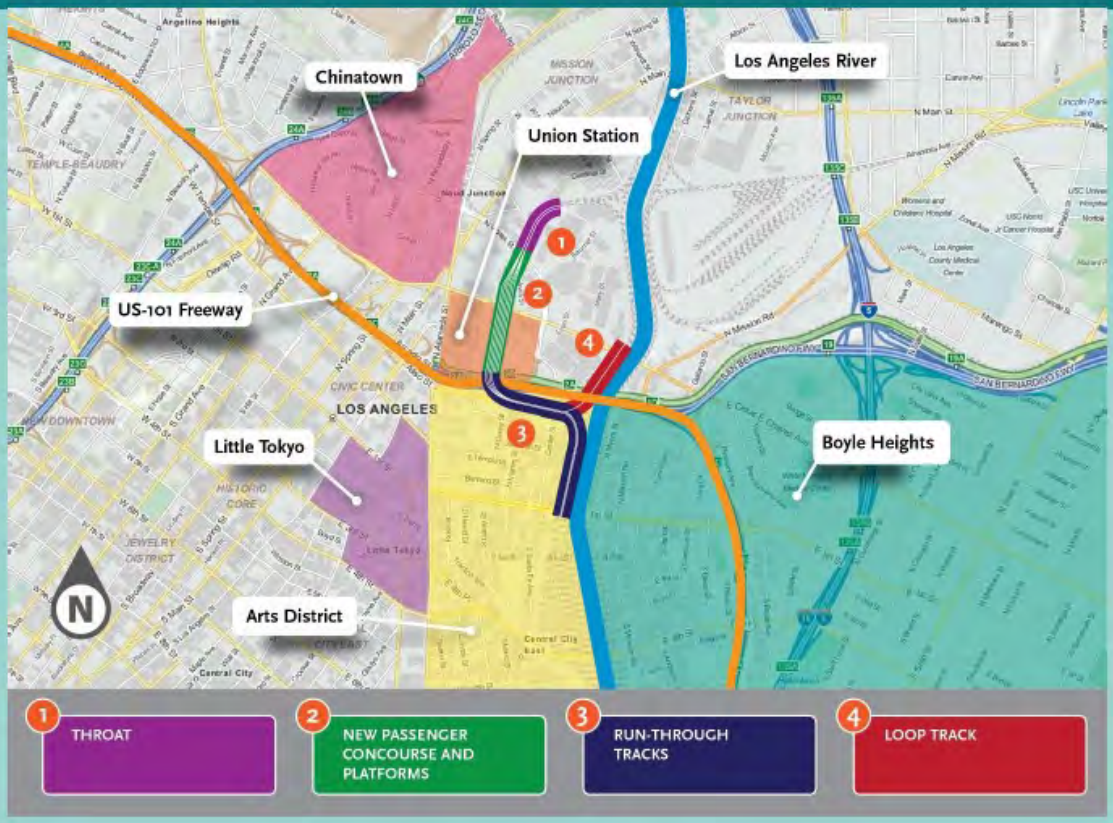
Project Need:
Why Do We Need Link US?

- LA Union Station (LAUS) is approaching operational capacity
- Ridership to grow from 110,000 to 200,000 passenger trips by 2040
- Current "stub-end" tracks limit efficiency and station capacity
- Critical transportation needs due to increase in forecasted ridership


LA Union Station today: "stub-end" station and limited capacity

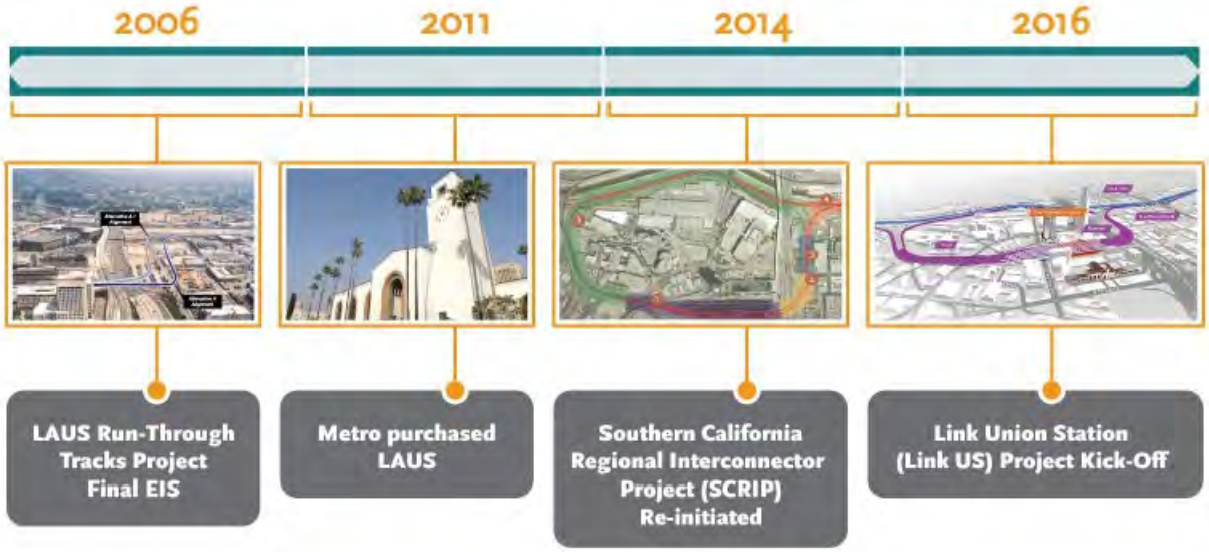
Metro

Project Location: Where Is Link US?

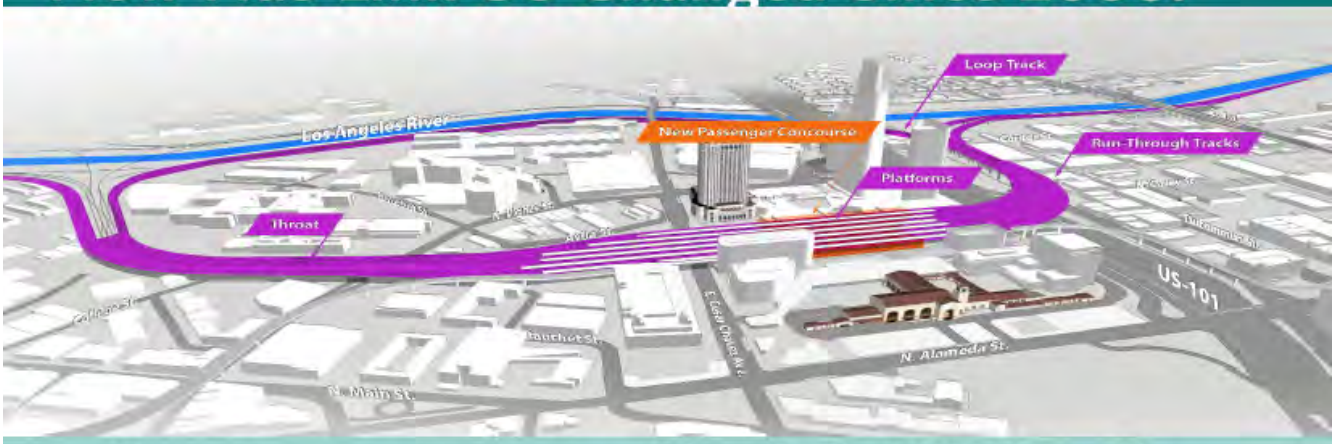


Metro

Project History: How Has Link US Evolved?



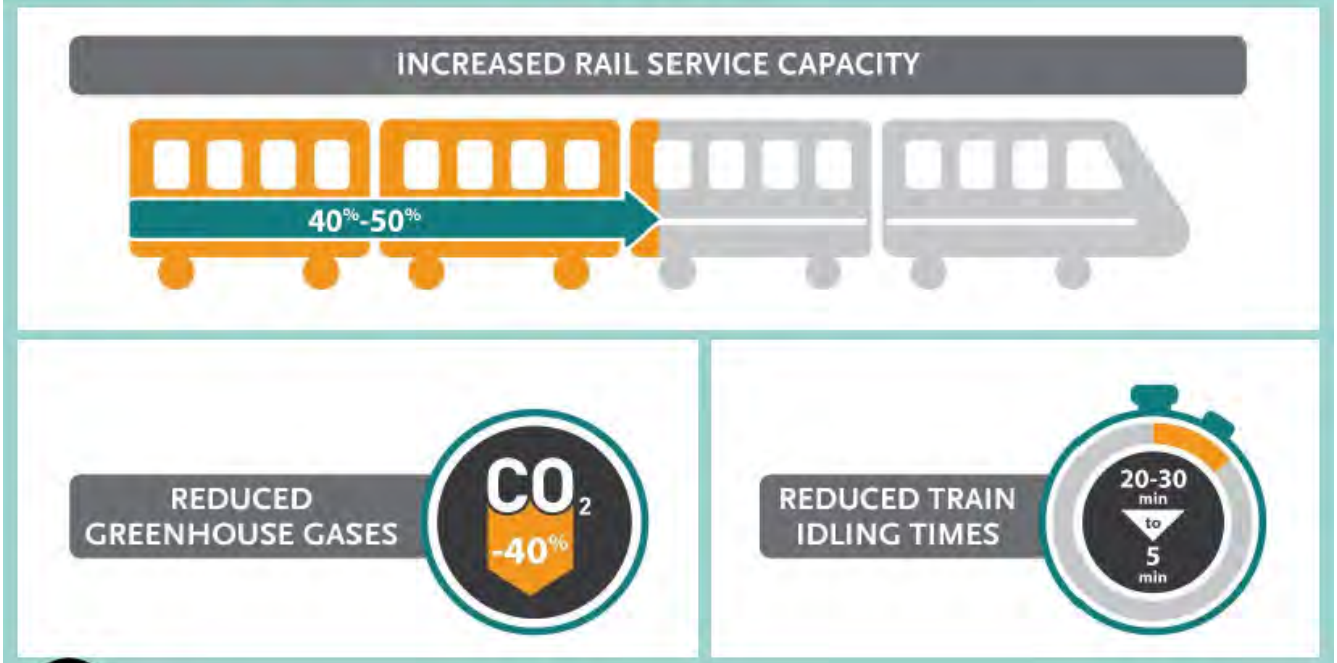
Project History:
How Has Link US Changed Since 2006?



- New passenger concourse as envisioned in the LAUS Master Plan
- Reconfiguration of the throat and elevation of the rail yard
- Accommodation of California High-Speed Rail
- New environmental process

Metro

Project Benefits:
What Will Link US Provide?



Metro

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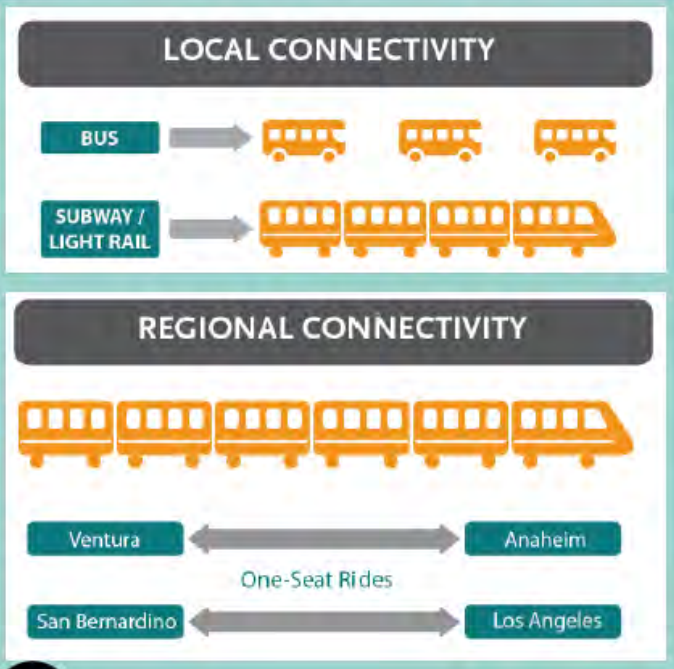


Metro

Project Benefits:
What Will Link US Provide?

Denver, Colorado

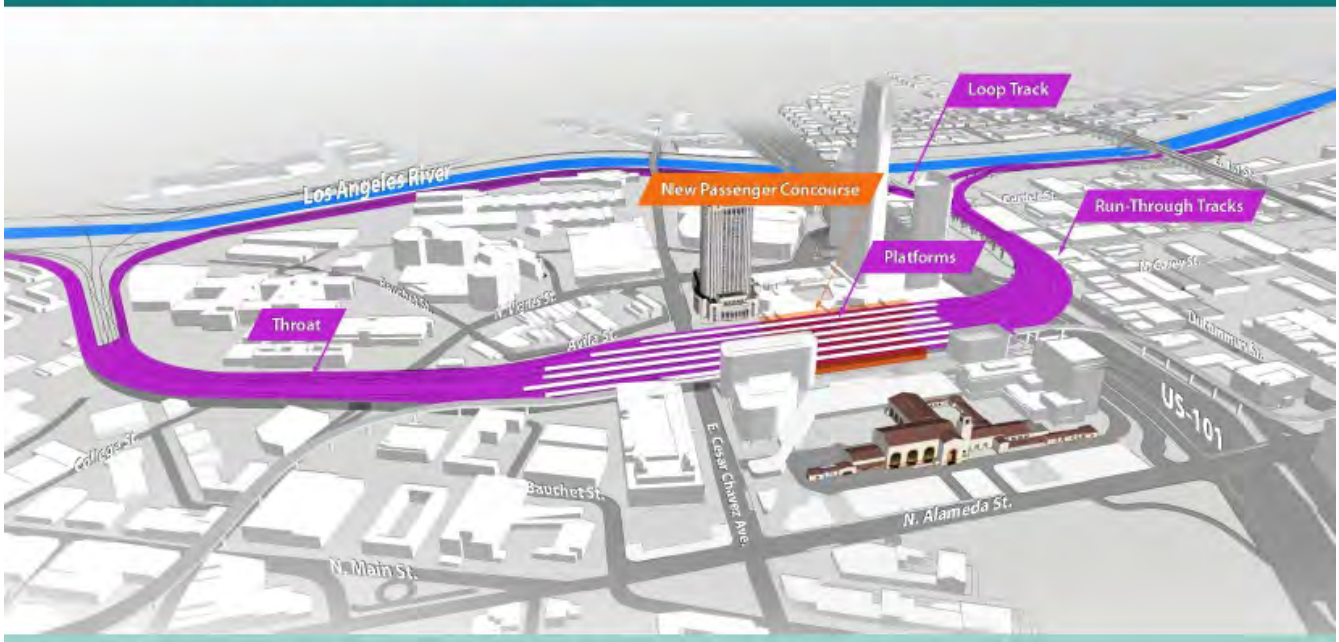
Lisbon, Portugal

Delft, Netherlands

- Improve pedestrian access and platform functionality
- Enhance passenger experience with a new concourse and retail amenities
- Make LAUS a regional destination for visitors, tourists, and residents

Metro

Project Overview: What Is Link US?



Metro

Agency Coordination: Who Is Involved?

- California Environmental Quality Act (CEQA) Lead Agency:
  - Los Angeles County Metropolitan Transportation Authority (Metro)
- National Environmental Policy Act (NEPA) Lead Agency:
  - Federal Railroad Administration (FRA)
- Agency Partners (partial list):
  - Southern California Regional Rail Authority (SCRRA) – Metrolink
  - California Department of Transportation (Caltrans)
  - City of Los Angeles
  - California High-Speed Rail Authority (CHSRA)
  - Amtrak
  - Los Angeles – San Diego – San Luis Obispo Rail Corridor (LOSSAN)

Metro METROLINK Caltrans AMTRAK LOSSAN

Project Process: What Will Be Studied?

Engineering Evaluation Process:

- Compliance with Design Criteria
- Track Design
- Railroad Communications and Signage Improvements
- Bridge Design
- Concourse Structural Design
- Drainage and Site Design
- Rail Operations
- Constructability
- Impacts during Construction
- Right-of-Way Impacts
- Traffic Impacts
- Environmental Impacts
- Construction Costs

Architecture Evaluation Process:

- Historic Preservation
- Neighborhood Character
- Constructability
- Station Platform Planning
- Architecture Design
- Bridge Aesthetics
- Landscape
- Urban Design
- Street Environment
- Accessibility
- Vehicle Access
- Security
- Life Safety Planning
- Structural Systems
- Mechanical Systems
- Electrical Systems
- Plumbing Systems

Metro

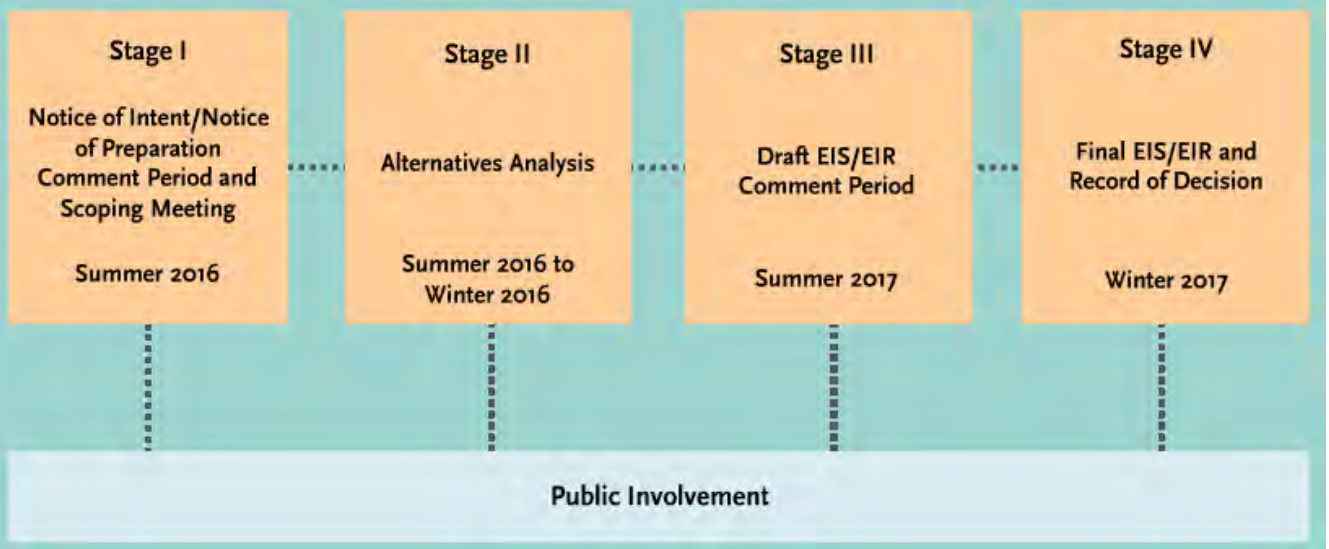
Project Process: What Will Be Studied?

The joint NEPA Environmental Impact Study (EIS)/CEQA Environmental Impact Report (EIR) will evaluate topics including:

- Aesthetics
- Air Quality and Greenhouse Gases
- Biological Resources
- Cultural and Paleontological Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Public Services
- Parks and Recreation
- Transportation and Traffic
- Utilities and Service Systems
- Cumulative Impacts
- Growth-Inducing Effects
- Community Character and Cohesion
- Acquisitions and Displacements
- System Safety and Security
- Socioeconomics
- Section 4(f)
- Section 106
- Executive Order (EO) 11988 (Floodplains)
- EO 13186 (Migratory Birds)
- EO 11593 (Cultural Environment)
- EO 13007 (Indian Sacred Sites)
- EO 13287 (Preserve America)

Metro

Project Timeline: What Is Next?



Metro

How To Submit Comments

CEQA NOP Public Comment Period: May 27, 2016 – June 27, 2016

Please submit NOP public comments via the following methods:

Email: Mr. Mark Dierking
Community Relations Manager
dierkingm@metro.net

Mail: Link Union Station (Link US)
Metro
One Gateway Plaza, MS 99-13-1
Los Angeles, CA 90012

Online: metro.net/projects/regionalrail/commentquestion-form

Metro

How To Submit Comments

NEPA NOI Public Comment Period: May 31, 2016 – June 30, 2016

Please submit NOI public comments via the following methods:

Email:	Ms. Stephanie Perez Environmental Protection Specialist Office of Program Delivery stephanie.perez@dot.gov
Mail:	Link Union Station (Link US) Federal Railroad Administration 1200 New Jersey Ave, SE (Mail Stop 20) Washington, DC 20590
Telephone:	202.493.0388

Metro

Stay Involved

Link US Contact Information:

213.922.2524

LinkUnionStation@metro.net

metro.net/projects/link-us

Metro

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Appendix F.
Public Scoping Boards

Link Union Station (Link US) (formerly SCRIP)

Scoping Meeting & Open House

Welcome

&

SIGN-IN

June 2, 2016

Metro

Project Need:
Why Do We Need Link US?

- LA Union Station (LAUS) is approaching operational capacity
- Ridership to grow from 110,000 to 200,000 passenger trips by 2040
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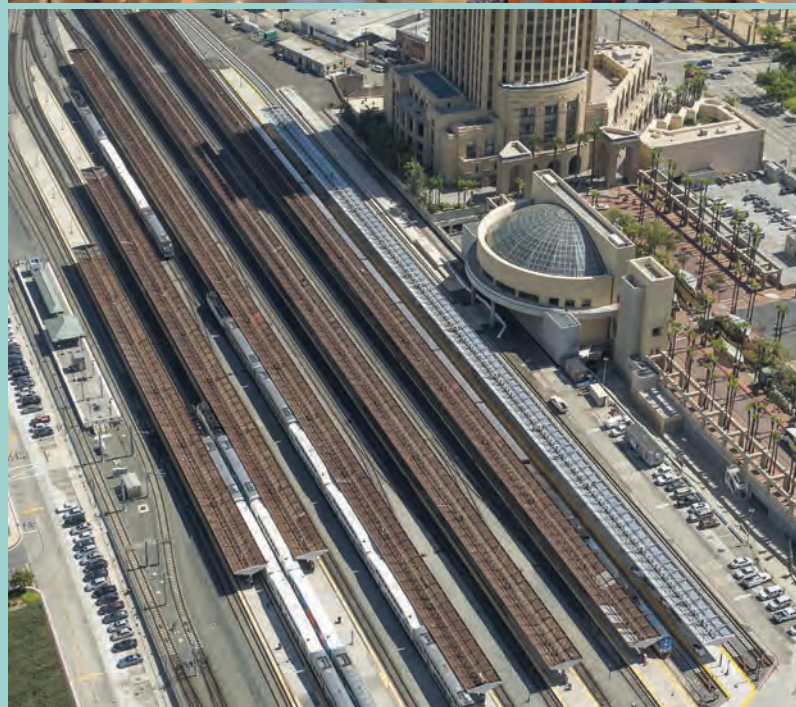


Metro

Project Need:
Why Do We Need Link US?

Metro

Project History:
How Has Link US Evolved?

2006

LAUS Run-Through Tracks Project Final EIS

2011

Metro purchased LAUS

2014

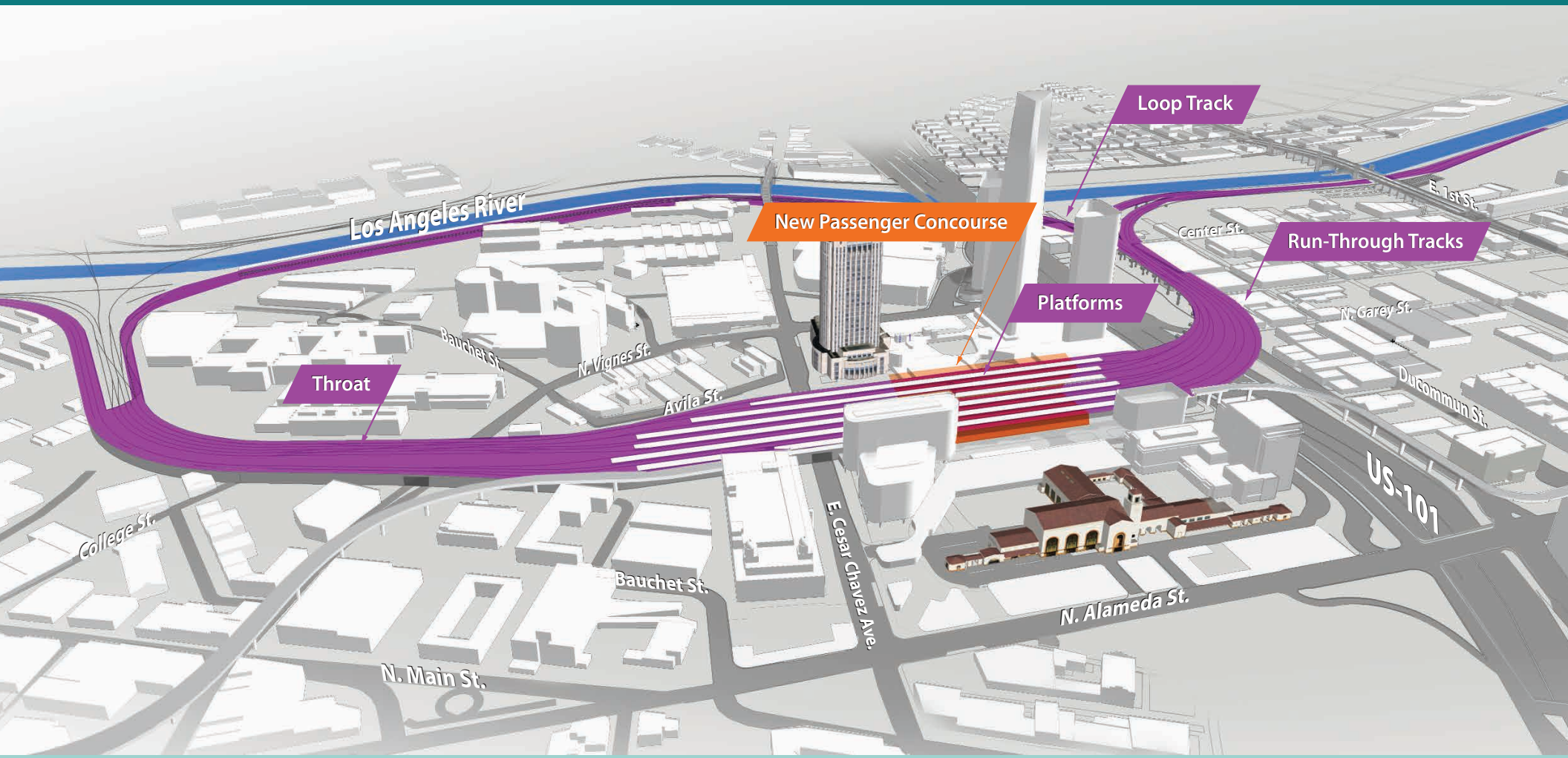
Southern California Regional Interconnector Project (SCRIP) Re-initiated

2016

Link Union Station (Link US) Project Kick-Off

Metro

Project Overview:
What Is Link US?



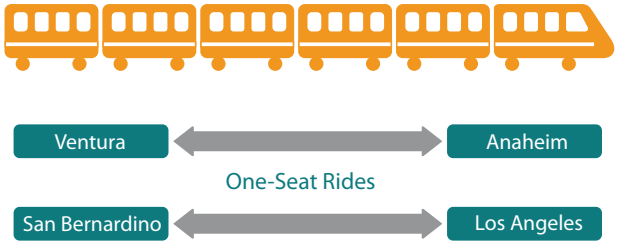
Metro

Project Benefits: What Will Link US Provide?

LOCAL CONNECTIVITY

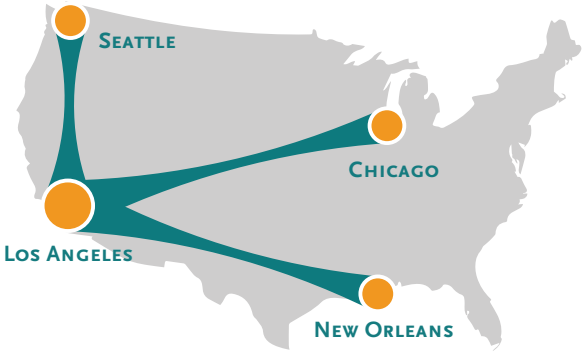
INCREASED RAIL SERVICE CAPACITY

REGIONAL CONNECTIVITY



REDUCED GREENHOUSE GASES

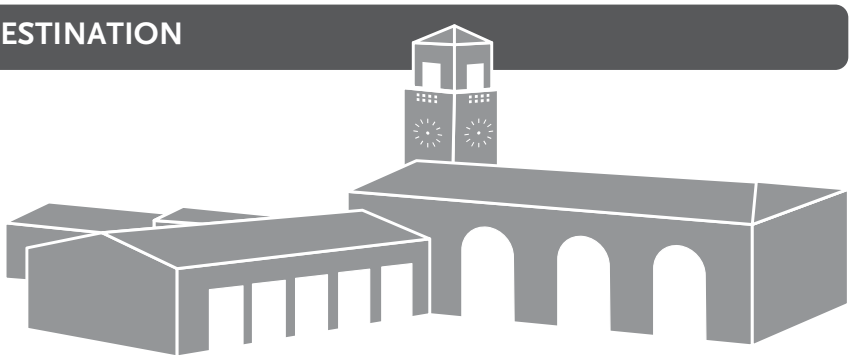
INTERSTATE CONNECTIVITY



REDUCED TRAIN IDLING TIMES

MAKE LAUS A REGIONAL DESTINATION

- Visitors
- Tourists
- Residents



Metro

Project Benefits: What Will Link US Provide?

Denver, Colorado

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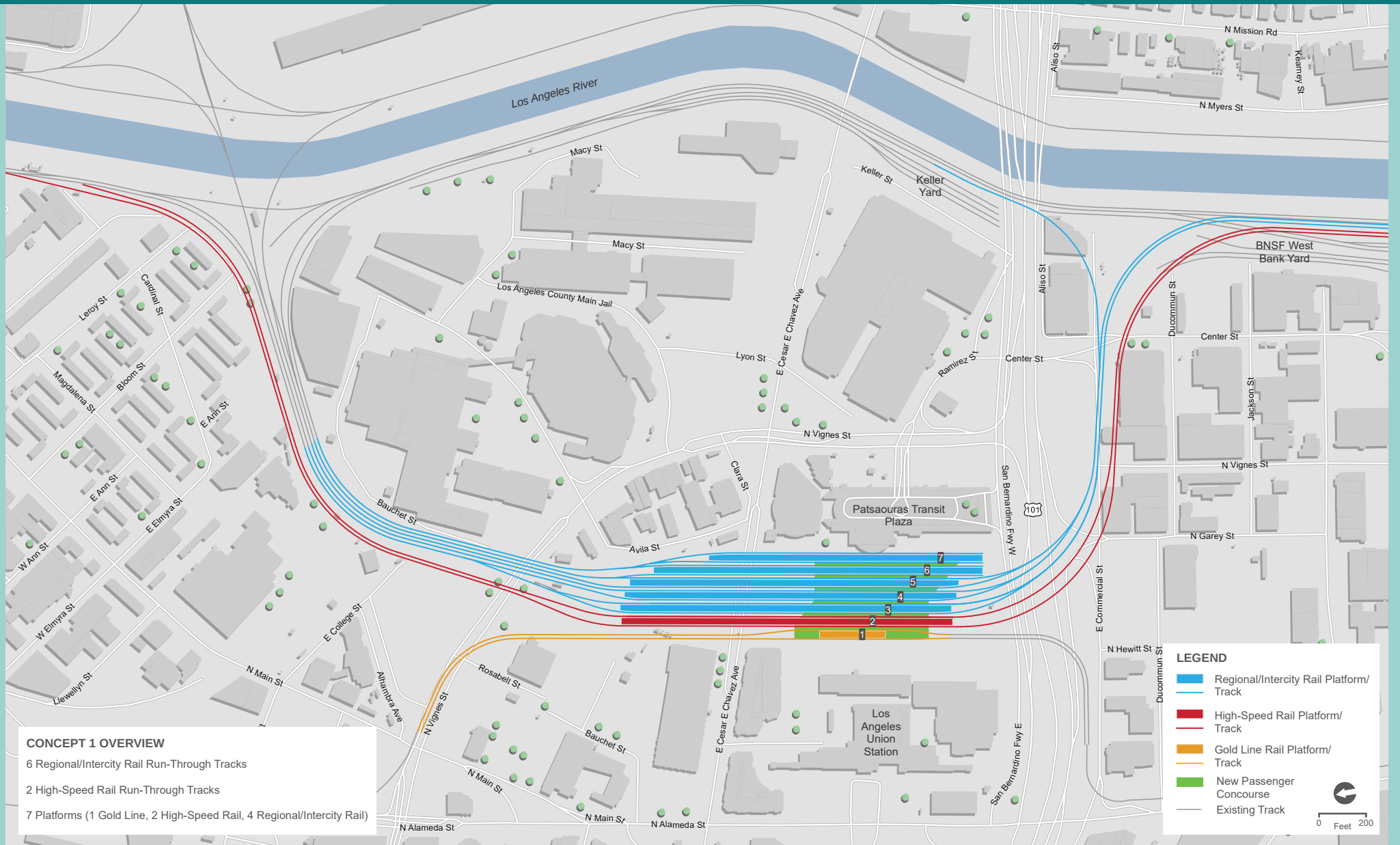
Lisbon, Portugal

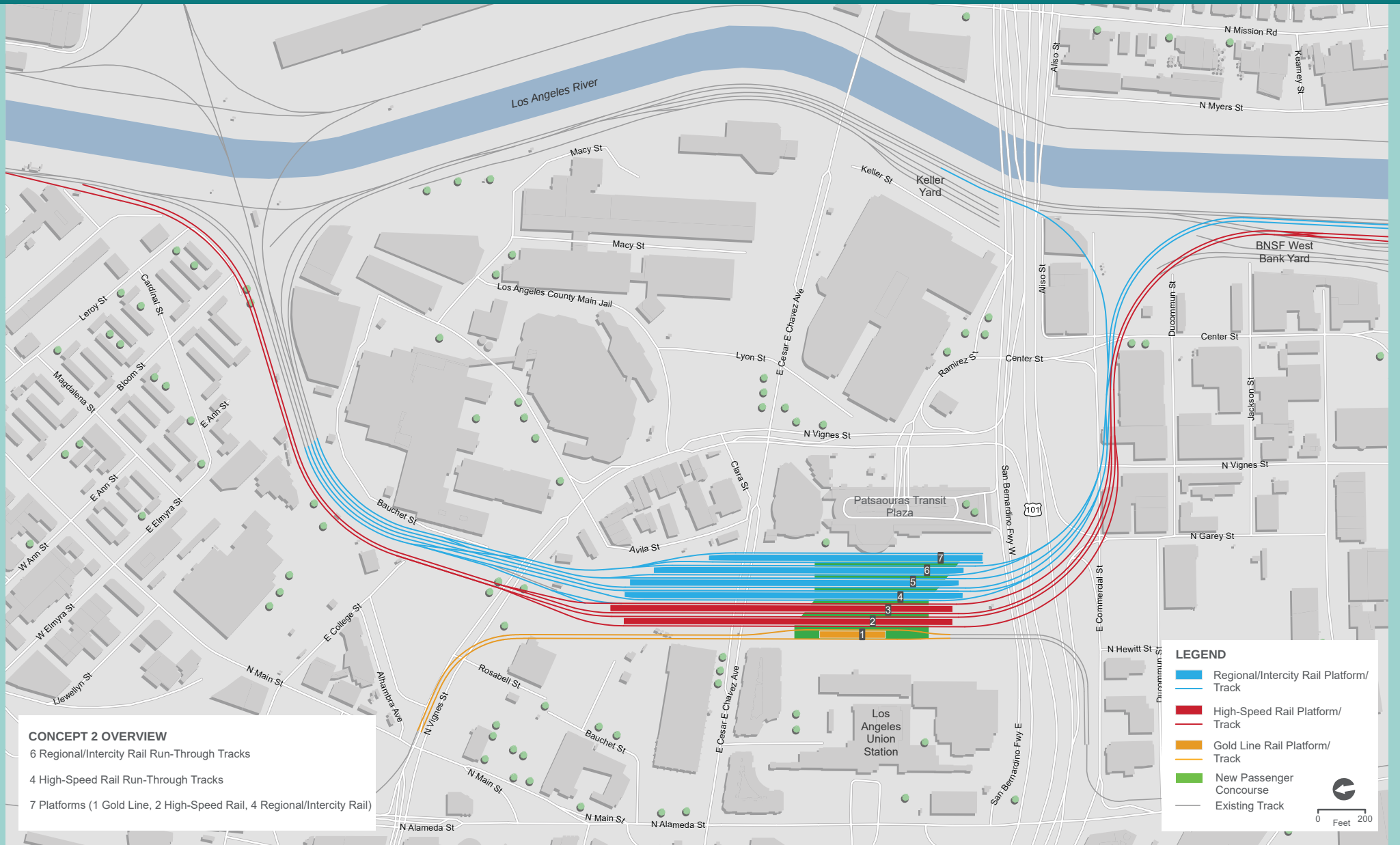
- Improve pedestrian access and functionality of the platforms
- Enhance passenger experience with a new concourse and retail amenities
- Make LAUS a regional destination for visitors, tourists, and residents

Metro

Initial Concepts



Initial Concepts



CONCEPT 2 OVERVIEW

6 Regional/Intercity Rail Run-Through Tracks

4 High-Speed Rail Run-Through Tracks

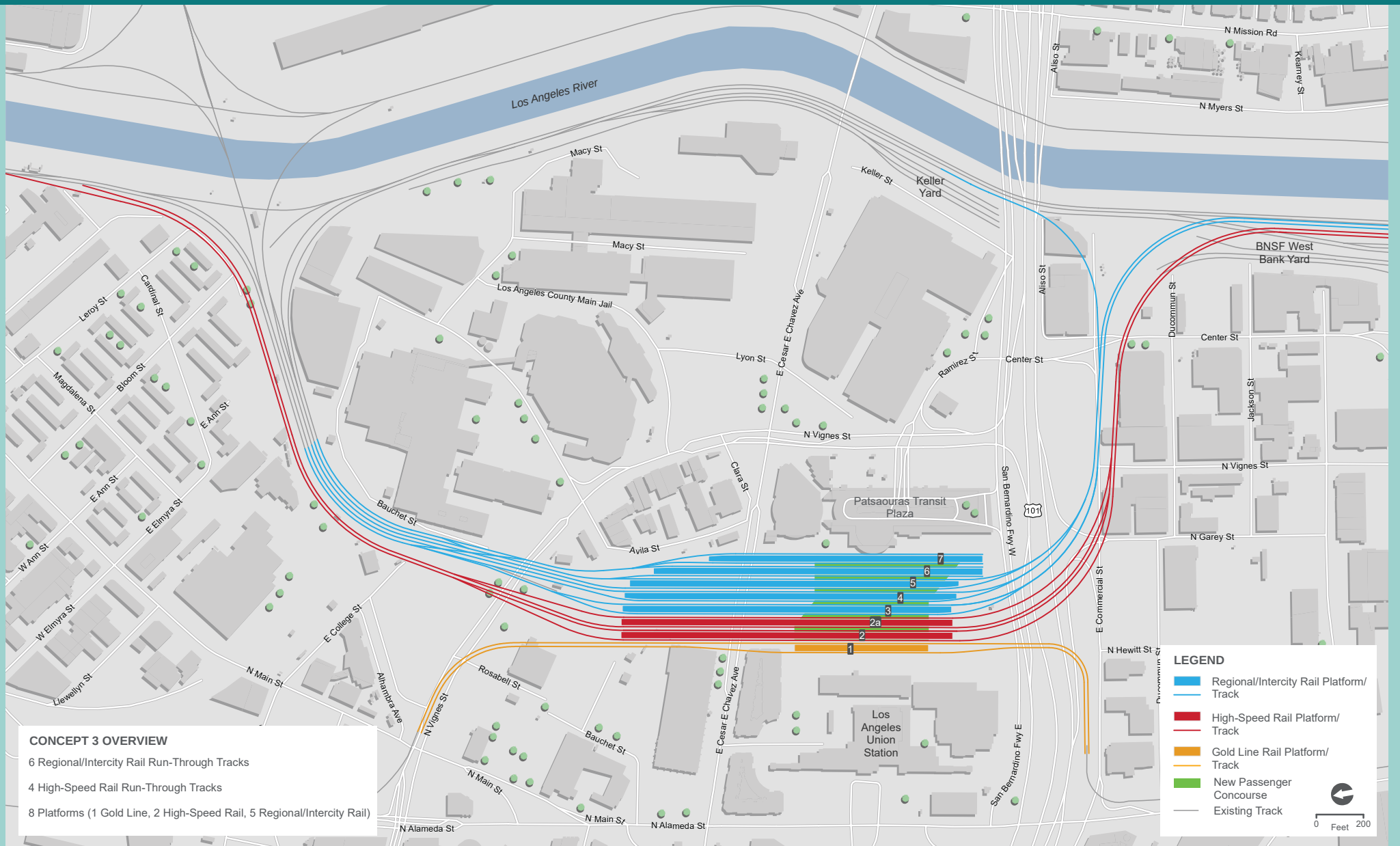
7 Platforms (1 Gold Line, 2 High-Speed Rail, 4 Regional/Intercity Rail)

LEGEND

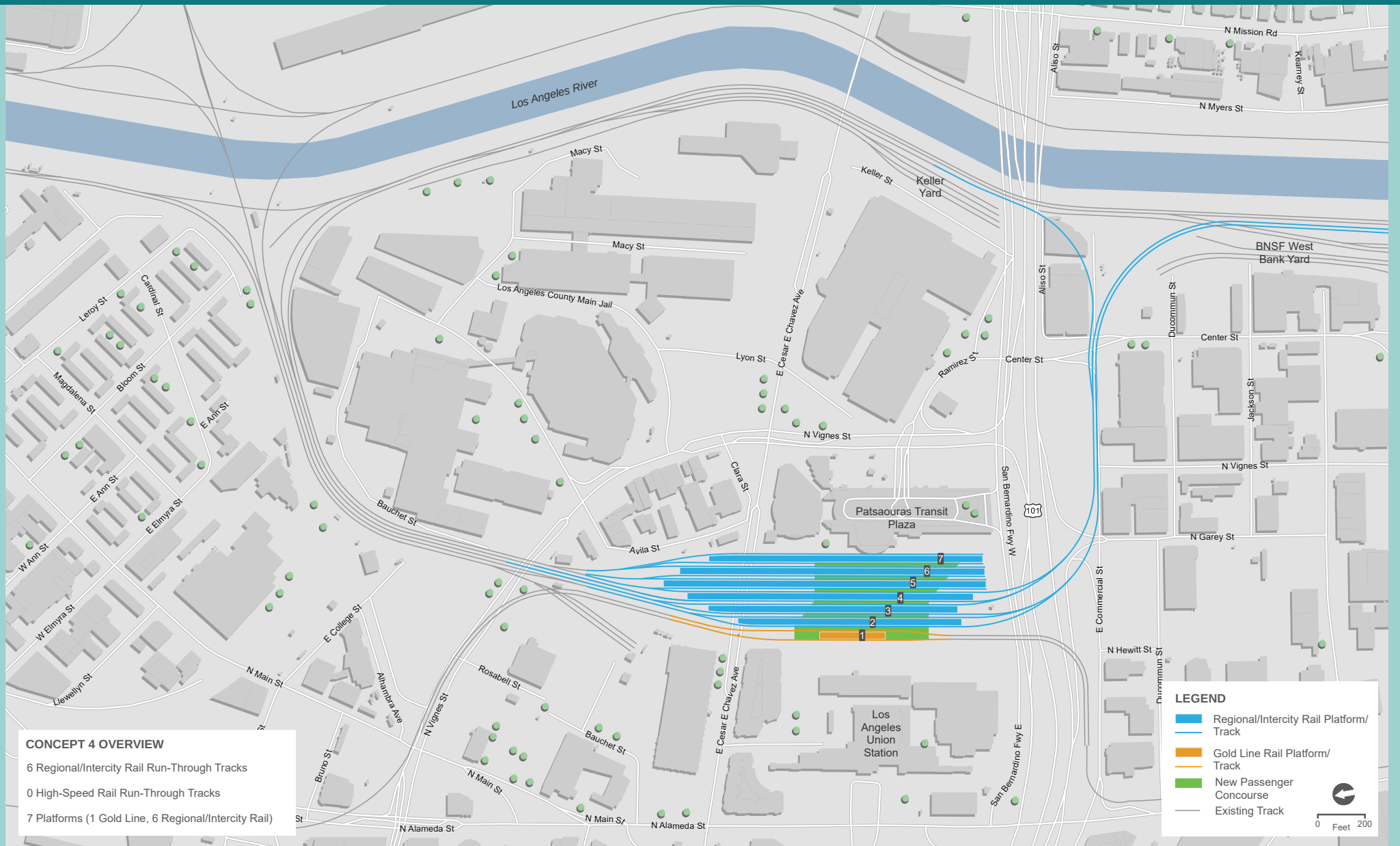
- Regional/Intercity Rail Platform/ Track
- High-Speed Rail Platform/ Track
- Gold Line Rail Platform/ Track
- New Passenger Concourse
- Existing Track

0 Feet 200

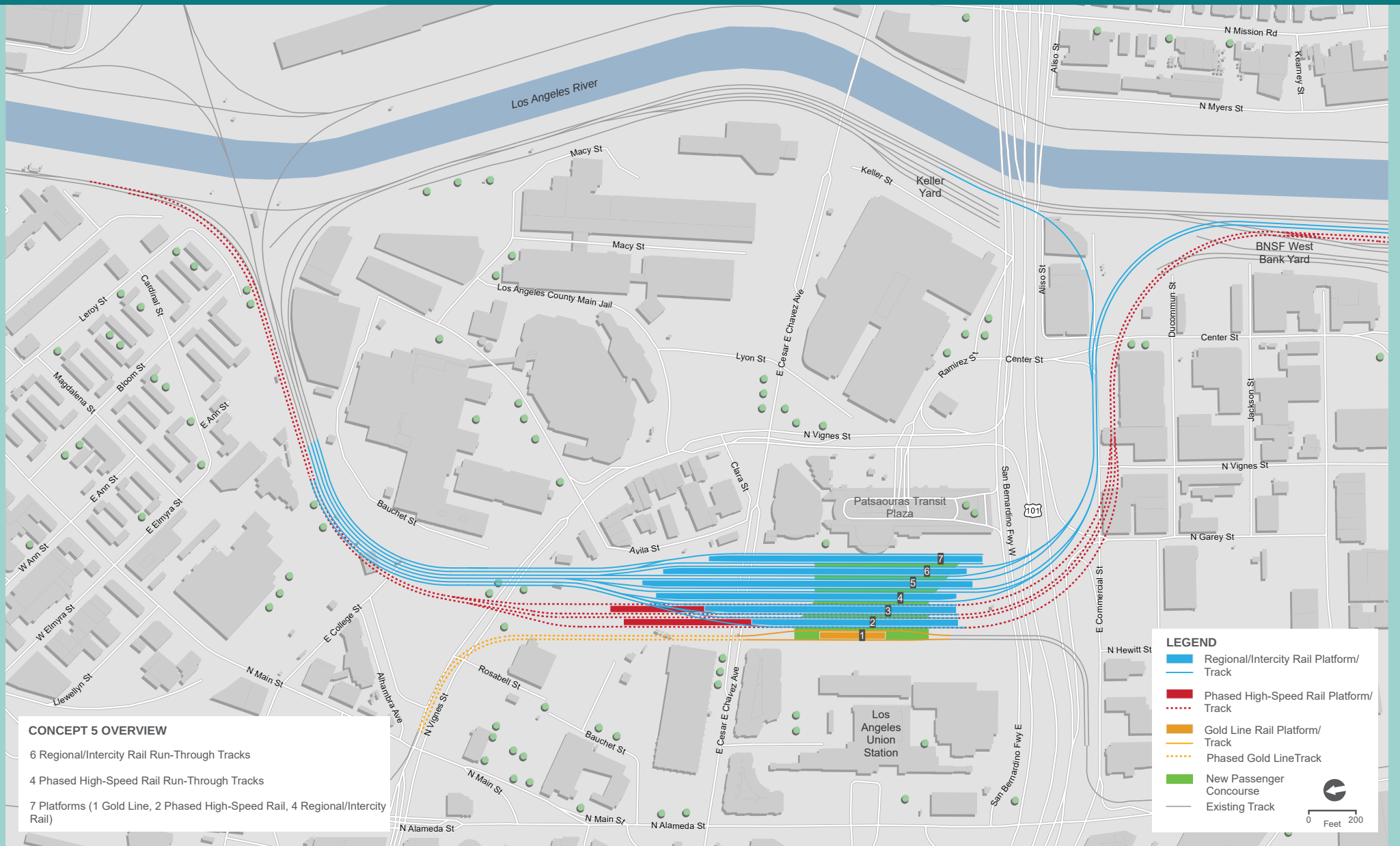
Initial Concepts



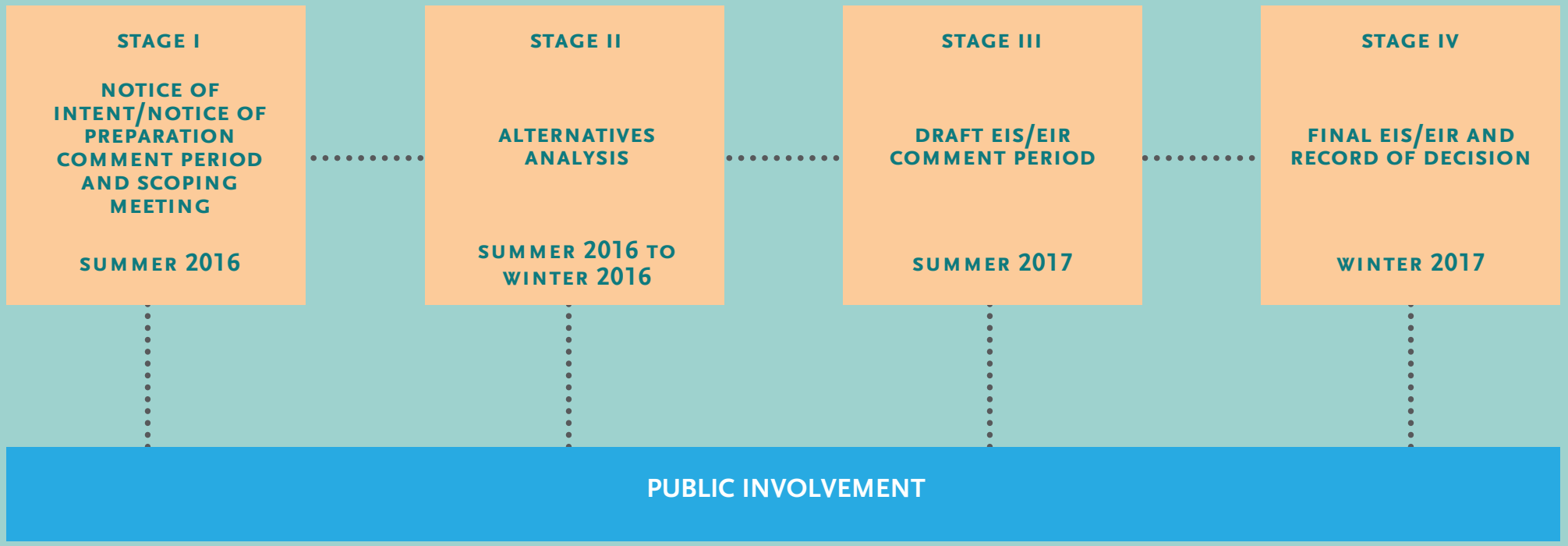
Initial Concepts



Initial Concepts

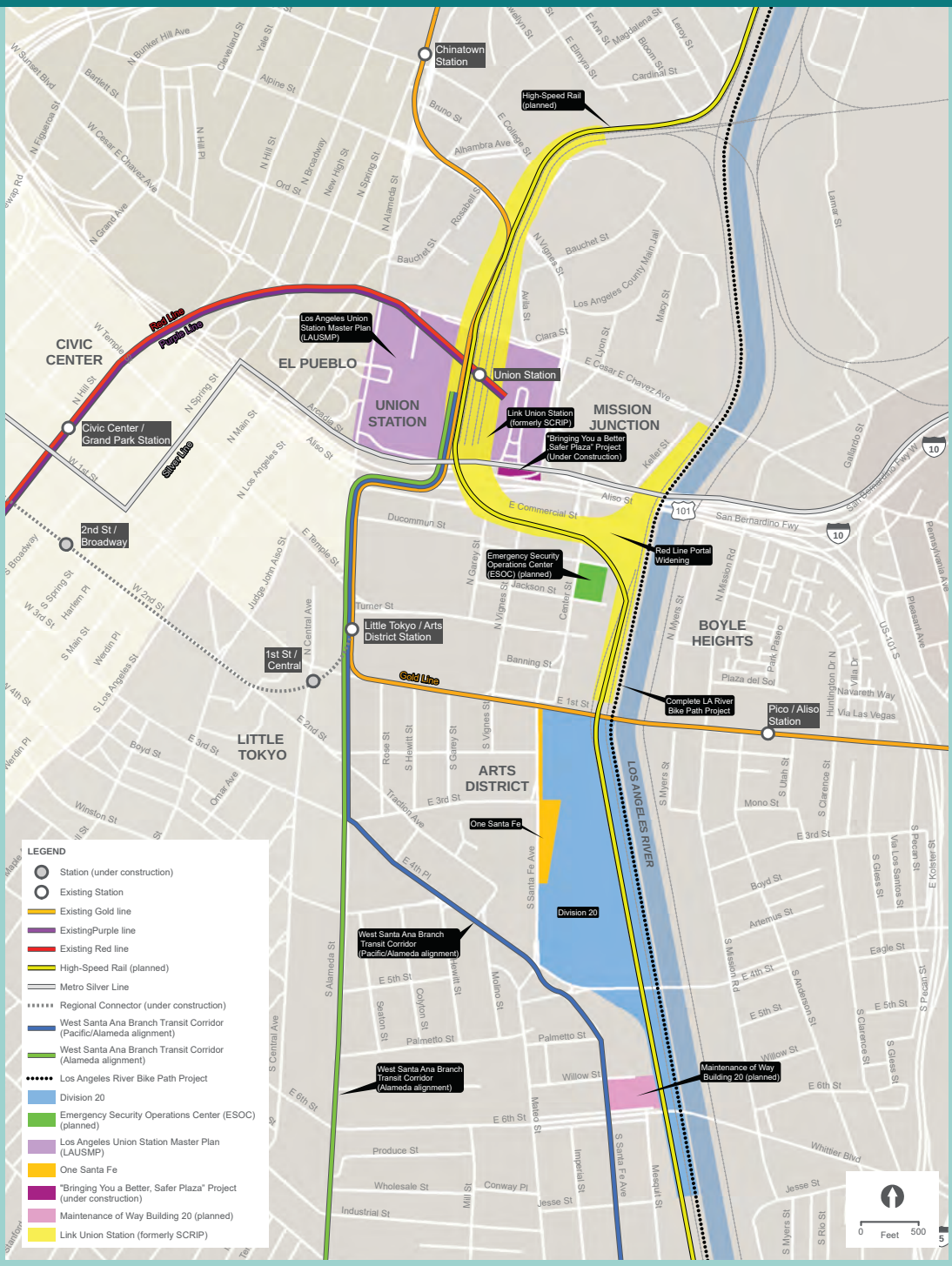


Project Timeline: What Is Next?



Metro

What Other Metro Projects Are In The Area?



- Los Angeles Union Station Master Plan (LAUSMP) – Program Environmental Impact Report (EIR)
  - Stage 1 Perimeter Improvements for LAUS – Environmental Clearance (EIR)
- Emergency Security Operations Center (ESOC) – Preliminary Engineering
- Regional Connector – Under Construction
- West Santa Ana Branch Transit Corridor – Pre-Environmental
- Maintenance of Way Building 20 – Design/Pre-Construction
- Complete LA River Bike Path Project – Environmental Clearance (Alternative Analysis)
- "Bringing You a Better, Safer Plaza" Project – Under Construction

Metro

Project Process: What Will Be Studied?

Engineering Evaluation Process:

- Compliance with Design Criteria
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- Improvements
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- Impacts during Construction
- Right-of-Way Impacts
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Metro

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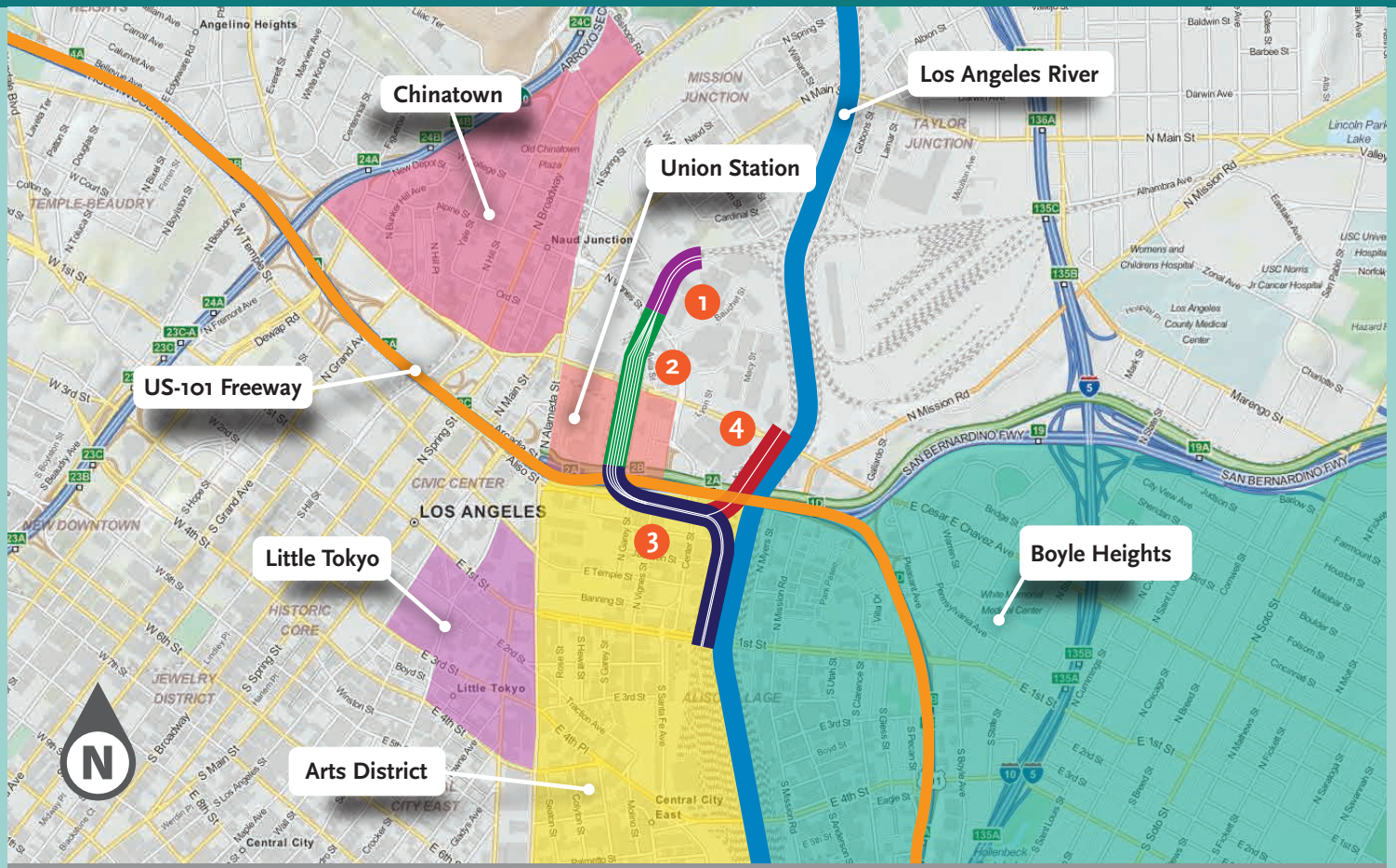
Metro

Project Location: Where Is Link US?



Metro

How To Submit Comments

CEQA Notice of Preparation (NOP) Public Comment Period:
May 27, 2016 – June 27, 2016

Please submit NOP public comments via the following methods:

Email:	**Mr. Mark Dierking** **Community Relations Manager** **dierkingm@metro.net**
Mail:	**Link Union Station (Link US)** **Metro** **One Gateway Plaza, MS 99-13-1** **Los Angeles, CA 90012**
Online:	**metro.net/projects/regionalrail/commentquestion-form**

NEPA Notice of Intent (NOI) Public Comment Period:
May 31, 2016 – June 30, 2016

Please submit NOI public comments via the following methods:

Email:	**Ms. Stephanie Perez** **Environmental Protection Specialist** **Office of Program Delivery** **stephanie.perez@dot.gov**
Mail:	**Link Union Station (Link US)** **Federal Railroad Administration** **1200 New Jersey Ave, SE (Mail Stop 20)** **Washington, DC 20590**
Telephone:	**202.493.0388**

Metro

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Appendix G.
Public Scoping Meeting Photographs

Project Location:
Where Is Link US?
BEACHES

Metro
Initial Concept

Illustration: Aerial View
Illustration: Forecourt
LA Union Station Master Pla
CALIFORNIA
Creating Jobs Through High-Speed Rail
CALIFORNIA
Good for the State; Good for the Environment

METROLINK

COMMENT
CARDS

Project History:
How Has Link US Evolved?

Metro

Agency Coordination:
Who Is Involved?
• California Environmental Quality Act (CEQA) Lead Agency:
Los Angeles County Metropolitan Transportation Authority (Metro)
• National Environmental Policy Act (NEPA) Lead Agency:
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• Agency Partners (partial list):
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California High-Speed Rail Authority (CHSRA)
Amtrak
Los Angeles – San Diego – San Luis Obispo Rail Corridor (LOSSAN)
Metro
METROLINK
LOSSAN
14

Initial Concepts

CALIFORNIA
High-Speed Rail Authority
High-Speed Rail Will:

In deep appreciation for the dedication and skills they
bring to their work, the directors, management and
staff of the
Los Angeles County
Metropolitan Transportation Authority
proudly present this plaque to
the men and women of the
Amalgamated Transit Union Local 1277.
We look forward to continued cooperation and
on issues of mutual importance between
management and the leadership of
ATU Local 1277.
Dedicated on this date, July 4, 2000
Gateway Center, Los Angeles
Neil H. Silver
President/Business Agent
Carlos Curiel
Vice President
James B. Lindsay, III
Treasurer
Tommy
Financial
Dane
Executive Board

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Appendix H.
Agency Scoping Comments Received

Appendix H-1.
Agency Scoping Comments Matrix

Agency	Comment Summary	Comment Topic
NAHC	• A tribal consultation is needed in accordance with CEQA. • Comply with AB 52 and SB 18. • Discuss any impacts and proposed mitigation on historic resources.	• Tribal Cultural Resources
Caltrans, District 7	• A traffic study should be prepared to evaluate impact on state transportation facilities. • Take note of encroachment permit and transportation permits. • Consider the discharge of clean run off water.	• Traffic Study • Right of Way • Storm Water Run-off
Caltrans, District 7	• Caltrans staff looks forward to assisting in the development of the EIS/EIR and concurs with the environmental topics to be addressed as outlined in the NOP. • Of special importance to Caltrans would be traffic implications, storm water runoff mitigation, cultural resource impacts, and construction impacts. • Recommends study alternative (or phasing option) that completes rail yard and tracks without expansive concourse; perhaps a more limited passenger access plan could be added to the south end of the track area that would be less disruptive to the existing tunnel. • Research accessibility for retail, food service, and other transit serving amenities. • A copy of the 1981 MOA for the Busway Extension is provided as a courtesy when preparing one for the Link US Project.	• Traffic, • Storm Water Run- off • Cultural Resources • Construction
SCRRA/ Metrolink	• General Project support • Concerned with transportation impacts (permanent and during construction) and safety and impacts (permanent and during construction)	• Transportation Impacts, Safety and Security Impacts
SCAG	• SCAG is regional agency for IGR, can review EIS/EIR pursuant to CEQA. • SCAG responsible for RTP and SCS. • Proposed RTP/SCS goals: RTP/SCS G1 – G9 • DEIS needs to have a planned consistency analysis for RTP/SCS goals. • Review technical appendices of RTP/SCS in program EIR per 151510 CEQA guidelines. • Link US is a financially constrained project and is consistent with RTP/SCS goals and objectives. • SCAG provides recommendations and strategies to improve speed, service and	• Design Analysis

Agency	Comment Summary	Comment Topic
	operational efficiency of rail system. • Adopted SCAG jurisdictional-level growth forecasts in 2020, 2035, and 2040 populations, households and employment forecasts. • Recommended to review Final PEIR for RTP/SCS consistency in mitigation measures.	
MWD	• Metropolitan's Headquarters Building (HQB) adjacent to Union Station's southern wall. • EIR/EIS should include analysis on transportation from HQB to surrounding streets. • Concerned over the safety and structural issues of project in proximity to HQB. • EIR/EIS options should ensure the integrity of HQB's basement walls, foundation system, and tie down blocks. • Construction should not interfere with Metropolitan employee access.	• Transportation • Vehicle Circulation • Construction
EPA	*Air Quality* • The project may require a general conformity determination by FRA and transportation conformity determination by FHWA or FTA. The DEIS should identify what elements of the project require funding or approval by FHWA and/or FTA. • Demonstrate that transportation conformity requirements have been met, including FHWA or FTA funded or approved project elements being included in a conforming transportation plan and a transportation improvement program. • FRA and Metro should work with SCAQMD to ensure that applicable elements of the proposed project are consistent with future revisions of the RTP. • The identification of sensitive receptors, and carbon monoxide and particulate matter hotspot analyses should be included in the DEIS, especially where diesel emissions are anticipated to increase and road modifications are proposed. • Provide details of ambient air conditions (baseline or existing conditions), NAAQS, criteria pollutant nonattainment areas, and potential air quality and health impacts of the project (including cumulative and indirect impacts) for each alternative. • Include thorough analysis of impacts from the construction and operation. Include monitoring data, any anticipated exceedances of NAAQS, and estimates of all criteria pollutant emissions, including the federal ozone and PM2.5 standards. • Disclose the available information about the health risks associated with	• Air Quality Construction • Climate Change • Aquatic Resources • Environmental Justice • Local Planning Efforts

Agency	Comment Summary	Comment Topic
	emissions sensitive receptors in the vicinity of the project area, and how the project will affect current emission levels. Include mitigation commitments where warranted. • If required, the DEIS should include the general conformity determination with related mitigation commitments. Work with the SCAQMD, SCAG, Caltrans, and Metro to ensure that methods to estimate emissions and anticipated emissions values from the project are consistent with the AQMP and conformity requirements. • Use the most current EPA-approved model to estimate emissions, including re-entrained PM-10 emissions and present all methods and assumptions for analyses with pertinent air quality analyses and conclusions. • Include an identification of potential hotspot impacts, especially where parking lots, idling locomotives, idling buses, and road modifications are proposed. • DEIS should include a construction emissions mitigation plan. • Best Available Control Measures were recommended *Climate Change and GHGs* • Recommendation for FRA to assess the impacts of climate change on the project, as well as the effects (adverse and beneficial) of the project on climate change and greenhouse gas emissions. • The DEIS can discuss how the project supports the goals of the City of Los Angeles' Climate Action Plan. *Aquatic Resources* • The project may overlap with the Los Angeles River; which is an impaired water body pursuant to Clean Water Act Section 303(d) and also subject to future actions described in the LA River Revitalization Master Plan. • Quantify and disclose direct and indirect impacts from the project to water quality and aquatic resources, including the Los Angeles River. • Describe how the project is consistent with the Revitalization Master Plan. • Coordinate with USACE and EPA if potential impacts on aquatic resources are anticipated. • Describe all measures to reduce and avoid impacts to aquatic resources and identify mitigation measures for unavoidable impacts. • Identify measures to control storm water runoff during operation and construction	

Agency	Comment Summary	Comment Topic
	and identify measures to insure that the Los Angeles River is not further impaired. *Environmental Justice* • Per EJSCREEN and NEPAssist, there is considerable overlap between the proposed project areas and communities with environmental justice concerns, and environmental risks, such as air pollution, impaired waters, and hazardous waste and toxic release facilities. According to these screening tools, populations in adjacent Naud Junction and Mission .Junction may have a high proportion of seniors, minorities, linguistically-isolated communities, and people living below the poverty line. • For EJ analysis, include a study area broad enough to assess direct, indirect, and cumulative impacts. • Engage communities with EJ concerns to seek input and reach decisions regarding adverse impacts and potential mitigation measures. *Coordination with Local Planning Efforts* • Review the Sustainable Neighborhood Assessment from 2014 and, in the DEIS, identify elements of the proposed project that complement the recommendations developed through that Assessment. • Incorporate applicable recommendations in community outreach efforts and station area improvements. • Discuss applicable design elements of the proposed project that are consistent with the goals and objectives of the Los Angeles Bicycle Plan.	
EPA	EPA provided a link for the Sustainable Neighborhood Assessment. http://static1.squarespace.com/static/5548ed90e4b0b0a763d0e704/t/56d8e0ba37013bd8 93671085/1457053893954/LosAngelesCA.pdf.	• Reference Materials

Appendix H-2.
Agency Scoping Comments

STATE OF CALIFORNIA
NATIVE AMERICAN HERITAGE COMMISSION
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
Phone (916) 373-3710
Fax (916) 373-5471
Email: nahc@nahc.ca.gov
Website: http://www.nahc.ca.gov
Twitter: @CA_NAHC

Edmund G. Brown Jr., Governor

May 31, 2016

Mark Dierking
Metropolitan Transportation Authority
One Gateway Plaza, MS 99-17-2
Los Angeles, CA 90012

sent via e-mail:
dierkingm@metro.net

RE: SCH# 2016051071 Link Union Station (Link US) Project, Draft Environmental Impact Report, City of Los Angeles, Los Angeles County, California

Dear Mr. Dierking:

The Native American Heritage Commission has received the Notice of Preparation (NOP) for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code § 21000 et seq.), specifically Public Resources Code section 21084.1, states that a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, § 15064.5 (b) (CEQA Guidelines Section 15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an environmental impact report (EIR) shall be prepared. (Pub. Resources Code § 21080 (d); Cal. Code Regs., tit. 14, § 15064 subd.(a)(1) (CEQA Guidelines § 15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources with the area of project effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code § 21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code § 21084.3 (a)). **AB 52 applies to any project for which a notice of preparation or a notice of negative declaration or mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. § 800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments. **Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.**

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
   a. A brief description of the project.
   b. The lead agency contact information.
   c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code § 21080.3.1 (d)).
   d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code § 21073).

2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code § 21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or environmental impact report. (Pub. Resources Code § 21080.3.1(b)).
   a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code § 65352.4 (SB 18). (Pub. Resources Code § 21080.3.1 (b)).

3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
   a. Alternatives to the project.
   b. Recommended mitigation measures.

c. Significant effects. (Pub. Resources Code § 21080.3.2 (a)).

4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:
   a. Type of environmental review necessary.
   b. Significance of the tribal cultural resources.
   c. Significance of the project's impacts on tribal cultural resources.
   d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code § 21080.3.2 (a)).

5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code sections 6254 (r) and 6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code § 21082.3 (c)(1)).

6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
   a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
   b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code section 21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code § 21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:
   a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
   b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code § 21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code section 21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code section 21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code § 21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code section 21084.3 (b). (Pub. Resources Code § 21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:
    a. Avoidance and preservation of the resources in place, including, but not limited to:
       i. Planning and construction to avoid the resources and protect the cultural and natural context.
       ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
    b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
       i. Protecting the cultural character and integrity of the resource.
       ii. Protecting the traditional use of the resource.
       iii. Protecting the confidentiality of the resource.
    c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
    d. Protecting the resource. (Pub. Resource Code § 21084.3 (b)).
    e. Please note that a federally recognized California Native American tribe or a nonfederally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code § 815.3 (c)).
    f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code § 5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An environmental impact report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
    a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code sections 21080.3.1 and 21080.3.2 and concluded pursuant to Public Resources Code section 21080.3.2.
    b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
    c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code section 21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code § 21082.3 (d)).

This process should be documented in the Cultural Resources section of your environmental document.

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code § 65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code § 65352.3 (a)(2)).
2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.
3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code section 65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code sections 5097.9 and 5097.993 that are within the city's or county's jurisdiction. (Gov. Code § 65352.3 (b)).
4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:
    a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
    b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: http://nahc.ca.gov/resources/forms/

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
    a. If part or all of the APE has been previously surveyed for cultural resources.
    b. If any known cultural resources have been already been recorded on or adjacent to the APE.
    c. If the probability is low, moderate, or high that cultural resources are located in the APE.
    d. If a survey is required to determine whether previously unrecorded cultural resources are present.

2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
    a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
    b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
    a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
    b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
    a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, section 15064.5(f) (CEQA Guidelines section 15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
    b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
    c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code section 7050.5, Public Resources Code section 5097.98, and Cal. Code Regs., tit. 14, section 15064.5,

subdivisions (d) and (e) (CEQA Guidelines section 15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

Please contact me if you need any additional information at gayle.totton@nahc.ca.gov.

Sincerely,

Gayle Totton, M.A., PhD.
Associate Governmental Program Analyst

cc: State Clearinghouse

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105

June 30, 2016

Stephanie Perez
Federal Railroad Administration
1200 New Jersey Avenue, SE
Mail Stop 20, W38-219
Washington, DC 20590

Subject: Scoping Comments for the Link Union Station Project (Los Angeles)

Dear Ms. Perez:

The U.S. Environmental Protection Agency (EPA) has reviewed the Notice of Intent (NOI) published in the Federal Register on May 31, 2016 by the Federal Railroad Administration (FRA) to prepare a Draft Environmental Impact Statement (DEIS) for the Link Union Station project in Los Angeles, CA. Our comments are provided pursuant to the National Environmental Policy Act (NEPA), the Council on Environmental Quality's (CEQ) regulations (40 CFR 1500-1508), and Section 309 of the Clean Air Act. EPA appreciates the early coordination between our agency and FRA for other rail projects within our region, including the California statewide High Speed Rail project and we hope to continue coordinating with FRA and the Los Angeles County Metropolitan Transportation Authority (Metro) through the remainder of the environmental review for the Link Union Station Project.

Air Quality

The City of Los Angeles is located in the South Coast Air Basin which is federally designated for extreme nonattainment for the 1-hour Ozone and 8-hour Ozone standards. The South Coast Air Basin is also in serious nonattainment for the 24-hour Fine Particulate Matter/PM2.5 (2006) standard, and moderate nonattainment for the Annual Fine Particle/PM2.5 standard (2012). As such, it is critical that the proposed project be implemented with commitments to reduce impacts to air quality as much as possible, through construction mitigation measures and operational design considerations.

The proposed project may require a general conformity determination by FRA and transportation conformity determination by the Federal Highway Administration (FHWA) or Federal Transit Administration (FTA). To the extent that the proposed train system may require modification of the existing track over roads, and construction of a new tracks over the US-101 freeway, as well as a new passenger concourse to improve transit connectivity, the DEIS should identify what elements of this project will require funding or approval by the FHWA and/or FTA. In addition, the DEIS should demonstrate that transportation conformity requirements have been met, including FHWA or FTA -funded or -approved project elements being included in a conforming transportation plan and a transportation improvement program. FRA and Metro should work with SCAQMD to ensure that applicable elements of the proposed project are consistent with future revisions of the regional transportation plan, if warranted.

The identification of sensitive receptors, and carbon monoxide and particulate matter hotspot analyses should be included in the DEIS, especially where diesel emissions are anticipated to increase and road modifications are proposed.

Recommendations:

- Provide a detailed discussion of ambient air conditions (baseline or existing conditions), National Ambient Air Quality Standards (NAAQS), criteria pollutant nonattainment areas, and potential air quality and health impacts of the project (including cumulative and indirect impacts) for each alternative.
- Include a thorough analysis of impacts from the construction and operation of the proposed alternatives. Include monitoring data, any anticipated exceedances of NAAQS, and estimates of all criteria pollutant emissions, including the federal ozone and PM2.5 standards.
- Disclose the available information about the health risks associated with emissions, sensitive receptors in the vicinity of the project area, and how the proposed project will affect current emission levels. Include mitigation commitments where warranted.
- If required, the DEIS should include the general conformity determination with related mitigation commitments. Work with the South Coast Air Quality Management District (SCAQMD), Southern California Association of Governments (SCAG), Caltrans, and Metro to ensure that methods to estimate emissions and anticipated emissions values from the proposed project are consistent with the Air Quality Management Plan and conformity requirements.
- Use the most current EPA-approved model to estimate emissions, including re-entrained PM-10 emissions and present all methods and assumptions for analyses with pertinent air quality analyses and conclusions.
- Include an identification of potential hotspot impacts, especially where parking lots, idling locomotives, idling buses, and road modifications are proposed.

Construction Emissions

The DEIS should include a Construction Emissions Mitigation Plan for fugitive dust and diesel particulate matter (DPM) and this plan should be adopted in the Record of Decision (ROD).

Recommendations:

EPA recommends that the best available control measures (BACM) for all pollutants be implemented, including those listed below.

Fugitive Dust Source Controls:

- Stabilize open storage piles and disturbed areas by covering and/or applying water or chemical/organic dust palliative where appropriate. This applies to both inactive and active sites, during workdays, weekends, and holidays.
- Install wind fencing and phase grading operations where appropriate, and operate water trucks or consider other options for stabilization of soil and disturbed surfaces under windy conditions.
- When hauling material and operating non-earthmoving equipment, prevent spillage and limit speeds to 15 miles per hour (mph). Limit speed of earth-moving equipment to 10 mph.

Mobile and Stationary Source Controls:

- Reduce use, trips, and unnecessary idling from heavy equipment.

- Maintain and tune engines per manufacturer's specifications to perform at EPA certification levels and to perform at verified standards applicable to retrofit technologies. Employ periodic, unscheduled inspections to limit unnecessary idling and to ensure that construction equipment is properly maintained, tuned, and modified consistent with established specifications. The California Air Resources Board has a number of mobile source anti-idling requirements which could be employed. See their website at: http://www.arb.ca.gov/msprog/truck-idling/truck-idling.htm.
- Prohibit any tampering with engines and require continuing adherence to manufacturer's recommendations.
- If practicable, lease new equipment meeting the most stringent of applicable federal[1] or state standards[2]. In general, commit to the best available emissions control technology. Tier 4 engines should be used for project construction equipment to the maximum extent feasible. Lacking availability of non-road construction equipment that meets Tier 4 engine standards, commit to using the best available emissions control technologies on all equipment. Identify opportunities for electrification. Meet EPA diesel fuel requirements for off-road and on-highway, and, where appropriate, use alternative fuels such as natural gas and electric.
- Utilize EPA-registered particulate traps and other appropriate controls where suitable to reduce emissions of DPM and other pollutants at the construction site.

Administrative Controls:

- Coordinate with the South Coast Air Quality Management District to identify a construction schedule to minimize cumulative impacts from multiple projects in the region
- Identify all commitments to reduce construction emissions and quantify air quality improvements that would result from adopting specific air quality measures.
- Identify where implementation of mitigation measures is rejected based on economic infeasibility.
- Prepare an inventory of all equipment prior to construction and identify the suitability of add-on emission controls for each piece of equipment before groundbreaking. (Suitability of control devices is based on: whether there is reduced normal availability of the construction equipment due to increased downtime and/or power output, whether there may be significant damage caused to the construction equipment engine, or whether there may be a significant risk to nearby workers or the public.)
- Develop a construction traffic and parking management plan that minimizes traffic interference and maintains traffic flow.
- Identify sensitive receptors in the project area, such as daycare centers, schools, nursing homes, hospitals, and other health-care facilities, and specify the means by which you will minimize impacts to these populations. For example, locate construction equipment and staging zones away from sensitive receptors and fresh air intakes to buildings and air conditioners.

Climate Change and Greenhouse Gases

EPA recommends that FRA assess the impacts of climate change on the project, as well as the effects (adverse and beneficial) of the project on climate change and greenhouse gas emissions. In addition, there may be important design considerations to accommodate future anticipated effects due to climate

[1] EPA's website for nonroad mobile sources is http://www.epa.gov/nonroad.

[2] For ARB emissions standards, see: http://www.arb.ca.gov/msprog/offroad/offroad.htm.

change. EPA recommends that FRA consider the US National Climate Assessment[3] and the Council on Environmental Quality Revised Draft Guidance for Greenhouse Gas Emissions and Climate Change Impacts[4] as information sources to help with analysis of impacts and consideration of design standards to mitigate any effects. Additionally, the DEIS can discuss how the proposed project supports the goals of the City of Los Angeles' Climate Action Plan[5].

Aquatic Resources and the Los Angeles River

The proposed project area, including new tracks and potential construction staging areas, may overlap with the Los Angeles River which is an impaired waterbody pursuant to Clean Air Act Section 303(d) and also subject to future actions described in the Los Angeles River Revitalization Master Plan[6].

Recommendations:

- In the DEIS, quantify and disclose direct and indirect impacts from the proposed project to water quality and aquatic resources, including the Los Angeles River. Describe how the proposed project is consistent with the Revitalization Master Plan.
- If there are anticipated impacts to aquatic resources, EPA recommends coordination with Army Corps of Engineers and EPA at the earliest possible date in order to discuss measures to reduce impacts as much as possible.
- Describe all measures to reduce and avoid impacts to aquatic resources and identify mitigation measures for unavoidable impacts.
- Identify measures to control stormwater runoff during operation and construction and identify measures to insure that the Los Angeles River is not further impaired.

Environmental Justice

Conducting an initial review of the project area with EJSCREEN[7] and NEPAssist[8] reveals that there is considerable overlap between the proposed project areas and communities with environmental justice concerns, and environmental risks, such as air pollution, impaired waters, and hazardous waste and toxic release facilities. According to these screening tools, populations in adjacent Naud Junction and Mission Junction may have a high proportion of seniors, minorities, linguistically-isolated communities, and people living below the poverty line.

Recommendations:

- In the environmental justice analysis, include a study area broad enough to include communities likely to experience direct, indirect, and cumulative impacts from the proposed project's construction and operations.
- Engage communities with environmental justice concerns to seek input and reach decisions regarding adverse impacts and potential mitigation measures. For example, community members can inform construction schedules, truck routes, and idling-prevention strategies during construction to minimize impacts to their community.

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[3] Available at: http://nca2014.globalchange.gov/downloads
[4] Available at: https://www.whitehouse.gov/administration/eop/ceq/initiatives/nepa/ghg-guidance
[5] Available at: http://lamayor.org/plan
[6] Available at: http://ladpw.org/wmd/watershed/LA/LA_River_Plan.cfm
[7] Available at: https://www.epa.gov/ejscreen
[8] Available at: https://www.epa.gov/nepa/nepassist

Coordination with Local Planning Efforts

In 2014, EPA's Office of Sustainable Communities supported a Sustainable Neighborhood Assessment[9] involving local government and Global Green USA near the proposed project area. The Assessment used the LEED for Neighborhood Development (LEED-ND) rating system to evaluate existing conditions and plans for Union Station with a goal of identifying opportunities to augment revitalization of the area. The Assessment resulted in recommendations to increase the neighborhood's overall sustainability. Additionally, the Los Angeles Bicycle Plan[10] established bicycle routes and paths near Union Station. These two efforts provide information to support consideration of "last mile" connections, bicycle parking, and other elements in the station area.

Recommendations:

- Review the Sustainable Neighborhood Assessment from 2014 and, in the DEIS, identify elements of the proposed project that complement the recommendations developed through that Assessment. Incorporate applicable recommendations in community outreach efforts and station area improvements.
- Discuss applicable design elements of the proposed project that are consistent with the goals and objectives of the Los Angeles Bicycle Plan.

We appreciate the opportunity to provide comments on the preparation of the DEIS, and look forward to continued participation in this process as more information becomes available. When the DEIS is released for public review, please send a hard copy and an electronic copy to the addresses provided. If you have any questions, please contact me at 415-972-3321 or appleton.zac@epa.gov.

Sincerely,

Zac Appleton
Environmental Review Section

cc: Mark McLoughlin, California High Speed Rail Authority
Ray Sukys, Federal Transit Administration
Susan Nakamura, South Coast Air Quality Management District
Ron Kosinski, California Department of Transportation, District 7
Ping Chang, Southern California Association of Governments
Mark Dierking, Los Angeles County Metropolitan Transportation Authority

[9] Available at: http://static1.squarespace.com/static/5548ed90e4b0b0a763d0e704/t/56d8e0ba37013bd893671085/1457053893954/LosAngelesCA.pdf

[10] Available at: http://planning.lacity.org/cwd/gnlpln/transelt/NewBikePlan/Txt/LA%20CITY%20BICYCLE%20PLAN.pdf

DEPARTMENT OF TRANSPORTATION
DISTRICT 7-OFFICE OF TRANSPORTATION PLANNING
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 897-9140
FAX (213) 897-1337
www.dot.ca.gov

Serious drought.
Help save water!

June 7, 2016

Mr. Mark Dierking
Metropolitan Transportation Authority
One Gateway Plaza
MS 99-17-2
Los Angeles, CA 90012

RE: Link Union Station Link (LinkUS)
SCH # 2016051071
IGR/CEQA No. 160554-NOP
Vic. LA-101/0.5

Dear Mr. Dierking:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project will transform Los Angeles Union station from a "stub-end tracks station into a "run-through tracks station while increasing operational capacity to meet the demands of the border rail system.

The project is anticipated to have construction of new run-through tracks over the US-101 freeway, a new passenger concourse, and an elevated rail yard that would include new boarding platforms and overhead canopies.

To assist in evaluating the impacts of this project on State Transportation facilities, a traffic study should be prepared to analyze the following information:

1. Construction/operation traffic impacts on US-101, I-5, I-10 and I-110 freeways, and all significantly impacted streets, crossroads and controlling intersections, as well as an analysis of existing conditions and construction periods.
2. Off-ramp queuing analysis including but not limit to US-101 to the south, Alameda Street to the west, Cesar E Chavez Avenue to the north, and Vignes Street to the east.
3. If truck traffic is expected to cause delays on the State facility, please forward a truck/traffic construction management plan to Caltrans for review.
4. Traffic volume counts that include anticipated AM and PM peak-hour volumes.
5. Level of service (LOS) before and during the construction.
6. A brief construction/operation traffic discussion showing ingress/egress, turning movements, and a directional flow for construction vehicle trips.
7. Discussion of mitigation measures appropriate to alleviate anticipated construction/operation traffic impacts.

Please note that any work performed within State right of way will require an encroachment permit from Caltrans. In addition, please be reminded that transportation of heavy construction equipment, materials, or other special equipment, which requires the use of oversized-transport vehicles on State highways, will require a Caltrans transportation permit. Caltrans recommends that large size truck trips be limited to off-peak commute hours.

Storm water run-off is a sensitive issue for Los Angeles County. Please be mindful that projects should be designed to discharge clean run-off water. Discharge of storm water run-off is not permitted onto State Highway facilities without a storm water management plan.

We look forward to reviewing the traffic study and expect to receive a copy from the State Clearinghouse when the DEIR is completed. If you would like to expedite the review process or receive early feedback from Caltrans, please feel free to send a copy of the DEIR directly to our office.

If you have any questions, please feel free to contact Melanie Bradford, the project coordinator at (213) 897-9446 and refer to IGR/CEQA No. 160554.

Sincerely,

DIANNA WATSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

DEPARTMENT OF TRANSPORTATION
DIVISION OF ENVIRONMENTAL PLANNING
100 SOUTH MAIN STREET, MS-16A
LOS ANGELES, CA 90012
PHONE (213) 897-0703
TTY 711
www.dot.ca.gov

Serious Drought.
Serious drought.
Help save water!

June 27, 2016

Ms. Jeanet Owens
Interim Executive Officer, Regional Rail
Metropolitan Transportation Authority
One Gateway Plaza (MS-99-13-1)
Los Angeles, CA 90012-2952

Dear Ms. Owens,

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for the Link Union Station Project (Link US). As described in the NOP, a portion of the proposed project would utilize the center median and adjacent ramp area of the US-101 freeway for the placement of the bridge columns. We recognize the importance of our joint effort to ensure that the project engineering features and environmental analysis related to US-101 are closely coordinated. As a consequence, the monthly coordination meetings we have established are critical to the timely delivery of this important mobility improvement.

Now that transfer of Lead Agency to Metro has been documented, we look forward to assisting in the development of this EIR/EIS and believe it can build upon material included in the Union Station Run-Through Tracks Final EIR/EIS that Caltrans completed in November 2005. As a CEQA Responsible Agency we recognize the importance of creating a user friendly and efficient transit system. Based on the preliminary information presented, Caltrans would recommend that this Metro study move forward as promptly as possible.

We view the critical environmental issues to be those that you have identified in the Notice of Preparation (page 4 Probable Effects). Of special importance to Caltrans would be: traffic implications, storm water runoff mitigation, cultural resource impacts, and construction impacts, particularly on US 101 and the adjacent access ramps. More detail on the traffic study needs were provided on June 7th, 2016 on our letter to Mark Dierking. A copy of that letter is attached. Our Intergovernmental Review (IGR) project coordinator on the specific issues identified in that letter is Melanie Bradford, as noted.

We would recommend a study alternative (or phasing option) that completes the Throat/Elevated Rail Yard and Run-Through Tracks without the expansive Passenger Concourse. Perhaps a more limited passenger access improvement plan could be added along the south end of the track area

that would be less disruptive to the existing access tunnel. Considering current trends, some research is in order that considers the future viability and compatibility of the retail, food service and other transit serving amenities proposed in this high mobility area.

We have included a copy of the 1981 Memorandum of Agreement (MOA), which was completed by the signature parties for the Busway Extension. You may find the stipulations that were applicable to Union Station insightful when developing the MOA for the Link US project.

If you have any further questions on the overall consultation process for this project, please contact Dawn Kukla at (213) 897-3643. Caltrans looks forward to our ongoing coordination with Metro on Link US.

Sincerely,

Ronald Kosinski

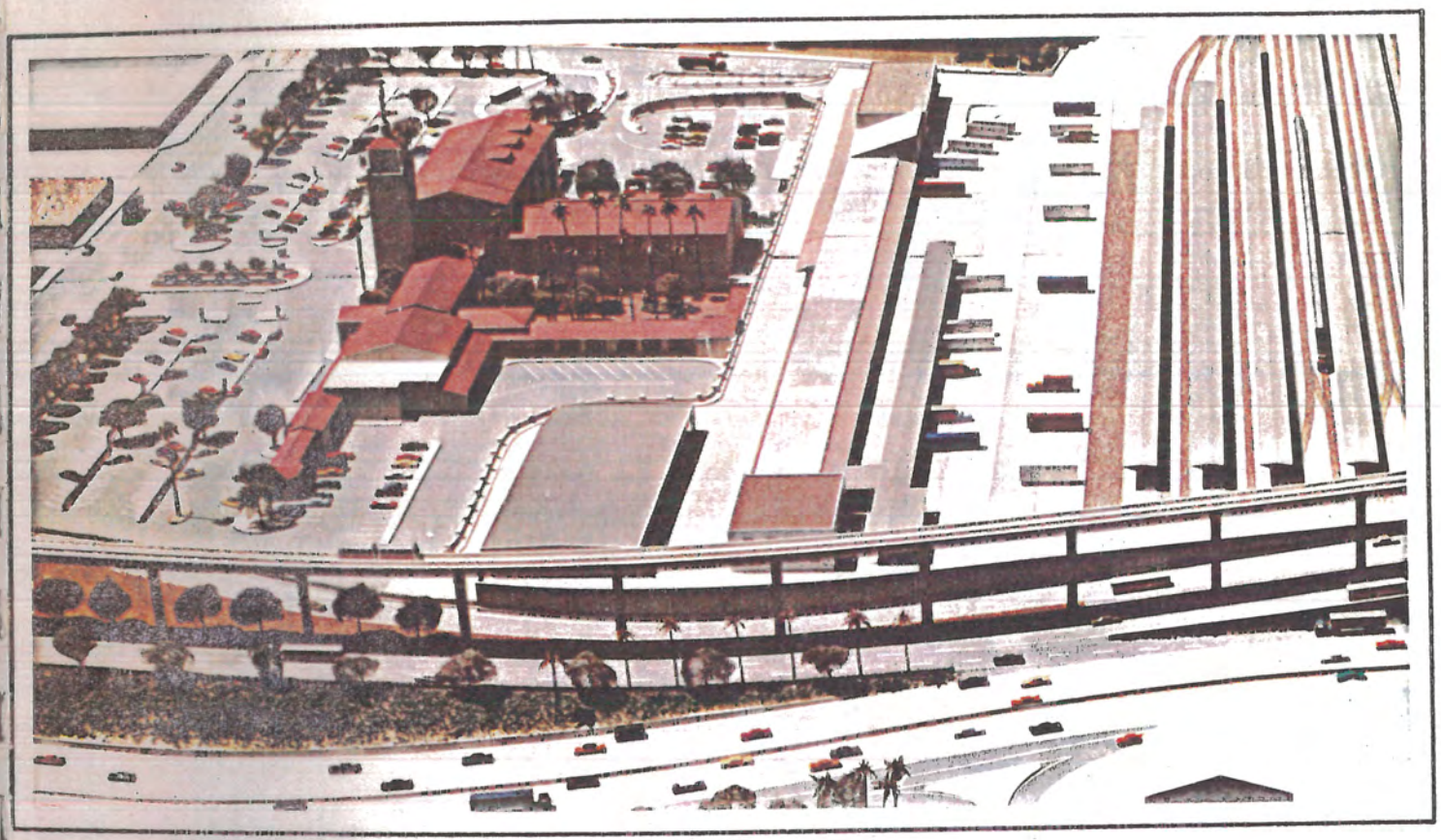
RONALD KOSINSKI
Deputy District Director
Environmental Planning

Attachments

June 7, 2016 IGR Letter
Busway Extension MOA

the san bernardino freeway

BUSWAY EXTENSION



final environmental impact report

final environmental impact statement / 4(f) statement

FEDERAL HIGHWAY ADMINISTRATION
STATE OF CALIFORNIA

Advisory
Council On
Historic
Preservation

1522 K Street, NW
Washington, DC 20005

MEMORANDUM OF AGREEMENT

WHEREAS, the Federal Highway Administration (FHWA), Department of Transportation, proposes to fund the construction of the San Bernadino Freeway Busway Extension, Los Angeles, California; and,

WHEREAS, FHWA, in consultation with the California State Historic Preservation Officer (SHPO), has determined that this undertaking as proposed would have an adverse effect on the Los Angeles Union Passenger Terminal, a property included in the National Register of Historic Places; and,

WHEREAS, pursuant to Section 106 of the National Historic Preservation Act of 1966 (16 U.S.C. Sec. 470f, as amended, 90 Stat. 1320) and Section 800.4(d) of the regulations of the Advisory Council on Historic Preservation (Council), "Protection of Historic and Cultural Properties" (36 CFR Part 800), FHWA has requested the comments of the Council; and,

WHEREAS, pursuant to Section 800.6 of the Council's regulations, representatives of the Council, FHWA, and the California SHPO have consulted and reviewed the undertaking to consider feasible and prudent alternatives to avoid or satisfactorily mitigate the adverse effect;

NOW, THEREFORE, it is mutually agreed that the undertaking will be implemented in accordance with the following stipulations to satisfactorily mitigate adverse effects on the above-mentioned property.

Stipulations

The FHWA will insure that the following measures are carried out.

1. The design proposal for the project will:

   a. preserve adequate horizontal and vertical clearance to allow future extension of rail at the westerly six track spurs across the Route 101 Freeway; and,

   b. protect all surface and subsurface features outside horizontal and vertical limits required for construction and operation of the busway.

2. The finish and appearance of the south retaining wall will be constructed to be compatible with the existing wall. This will include replication of pilasters, parapet and balustrade, wall surface treatment, and salvage and reuse of existing electroliers on the new wall.

3. Reconstruction of the south vehicular ramp will use a design which minimizes impacts on the Railway Express Agency office and garage buildings. Both buildings will be allowed to remain in place but will be shortened to provide adequate internal roadway clearance. The finish and appearance of the reconstructed ramp and the south facade of both buildings will be made compatible with the existing appearance.

4. The severed railroad track canopies will be made compatible with the existing canopies.

5. Landscaping will be replaced in a manner compatible with the existing landscaping.

6. FHWA will consult with the SHPO during the creation of the final plans and specifications of the proposed new retaining wall, the elevated ramps, and the landscaping project.

7. Prior to alteration, recordation of the features of the Terminal that would be altered will be completed so that there will be a permanent record of its present appearance and history. The National Architectural and Engineering Record (NAER) will be contacted to determine what if any documentation remains to be done. All documentation must be accepted by NAER prior to the alteration. Copies of this documentation will be provided to the California SHPO, FHWA, the City of Los Angeles, Los Angeles County Museum of National History, and the Los Angeles Central Library.

8. Necessary lighting and signing at the busway entrance will be made as unobstrusive as is possible consistent with the "Uniform Manual of Traffic Control Devices for Streets and Highways," U.S. Department of Transportation.

9. Failure to carry out the terms of the Agreement requires that FHWA again request the Council's comments in accordance with 36 CFR Part 800. If FHWA cannot carry out the terms of the Agreement, it shall not take or sanction any action or make any irreversible commitment that would result in an adverse effect with respect to National Register or eligible properties covered by the Agreement or would foreclose the Council's consideration of modifications or alternatives to the design and construction of the San Bernardino Freeway Busway that could avoid or mitigate the adverse effect until the commenting process has been completed.

10. If any of the signatories to this Agreement determine that the terms of the Agreement cannot be met or believes a change is necessary, that signatory shall immediately request the consulting parties to consider an amendment or addendum to the Agreement. Such an amendment or addendum shall be executed in the same manner as the original Agreement.

11. Within 90 days after carrying out the terms of the Agreement, FHWA shall provide a written report to all signatories to the Agreement on the actions taken to fulfill the terms of the Agreement.

Robert Garvey Mar. 11, 1981
Executive Director (date)
Advisory Council on Historic Preservation

[signature] 3/24/81
Federal Highway Administration (date)

K M Ellson 4/22/81
California State Historic (date)
Preservation Officer

Richard H Hunter 5-20-81
Chairman (date)
Advisory Council on Historic Preservation

THE METROPOLITAN WATER DISTRICT
OF SOUTHERN CALIFORNIA

June 28, 2016 **Via Electronic Mail**

Mr. Mark Dierking
Community Relations Manager
One Gateway Plaza
Mail Stop 99-13-1
Los Angeles, CA 90012

Dear Mr. Dierking:

Notice of Preparation
of a joint Environmental Impact Statement/Report for the Link Union Station Project

The Metropolitan Water District of Southern California (Metropolitan) reviewed the Notice of Preparation (NOP) of a joint Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the proposed Link Union Station Project (Link US or Project). The Los Angeles County Metropolitan Transportation Authority (Metro) will be the Lead Agency under the California Environmental Quality Act (CEQA) and the Federal Railroad Administration (FRA) the Lead Agency under the National Environmental Policy Act (NEPA). As an adjacent landowner and potentially affected responsible public agency, we appreciate the opportunity to comment on the Link US project and NOP for the EIR/EIS.

As stated in the NOP, Metro and the FRA have identified the Link US project as a critical transportation project to respond to forecast ridership increases in the region. Metro is proposing Link US to transform Union Station from a "stub-end tracks station" into a "run-through tracks station" while increasing operational capacity to meet the demands of the broader rail system. As part of the Project, each of the Link US build alternatives will potentially accommodate the construction of up to four High Speed Rail tracks and up to two High Speed Rail platforms.

Metropolitan is a public agency and regional water wholesaler. It is comprised of 26 member public agencies serving about 19 million people in portions of six counties in Southern California, including Los Angeles. Metropolitan's mission is to provide its 5,200 square mile service area with adequate and reliable supplies of high-quality water to meet present and future needs in an environmentally and economically responsible way. Metropolitan's Headquarters Building (HQB) is located adjacent to the southern boundary of Union Station, east of the First 5LA building, and north of the 101 Freeway. The building is an approximately 522,682-square-foot, concrete-frame structure consisting of a 12-story high-rise tower with an attached five-story wing. The occupants of the HQB include approximately 840 Metropolitan staff, 200 tenants, and frequent visitors including Metropolitan's Board of Directors and the public. An exhibit depicting our HQB and Metropolitan's associated fee property and permanent easements in relation to Metro's Union Station (under existing conditions) is enclosed for your reference.

Issues of importance to Metropolitan that should be considered during Metro and FRA's continued project planning and analysis of the environmental impacts in the EIR/EIS include transportation and vehicle circulation on the Union Station roadways that provide ingress to and egress from the HQB via Cesar Chavez Avenue and Alameda Street and emergency service provider access to the building. Metropolitan is also concerned about safety and structural issues related to construction of the Project's improvements in proximity to the HQB, which should be considered in the Project's planning and analyzed in the EIR/EIS. Consequently, the Link US improvements should avoid impacts to the HQB's basement walls, foundation system, and building tiebacks. Additionally, construction and operation of the Link US improvements should not unreasonably interfere with access to Metropolitan's HQB by our employees, tenants, and visitors.

We appreciate the opportunity to provide input to your planning process and we look forward to receiving future documentation on this project. For further assistance, please contact Mr. Alex Marks at (213) 217-7629.

Very truly yours,

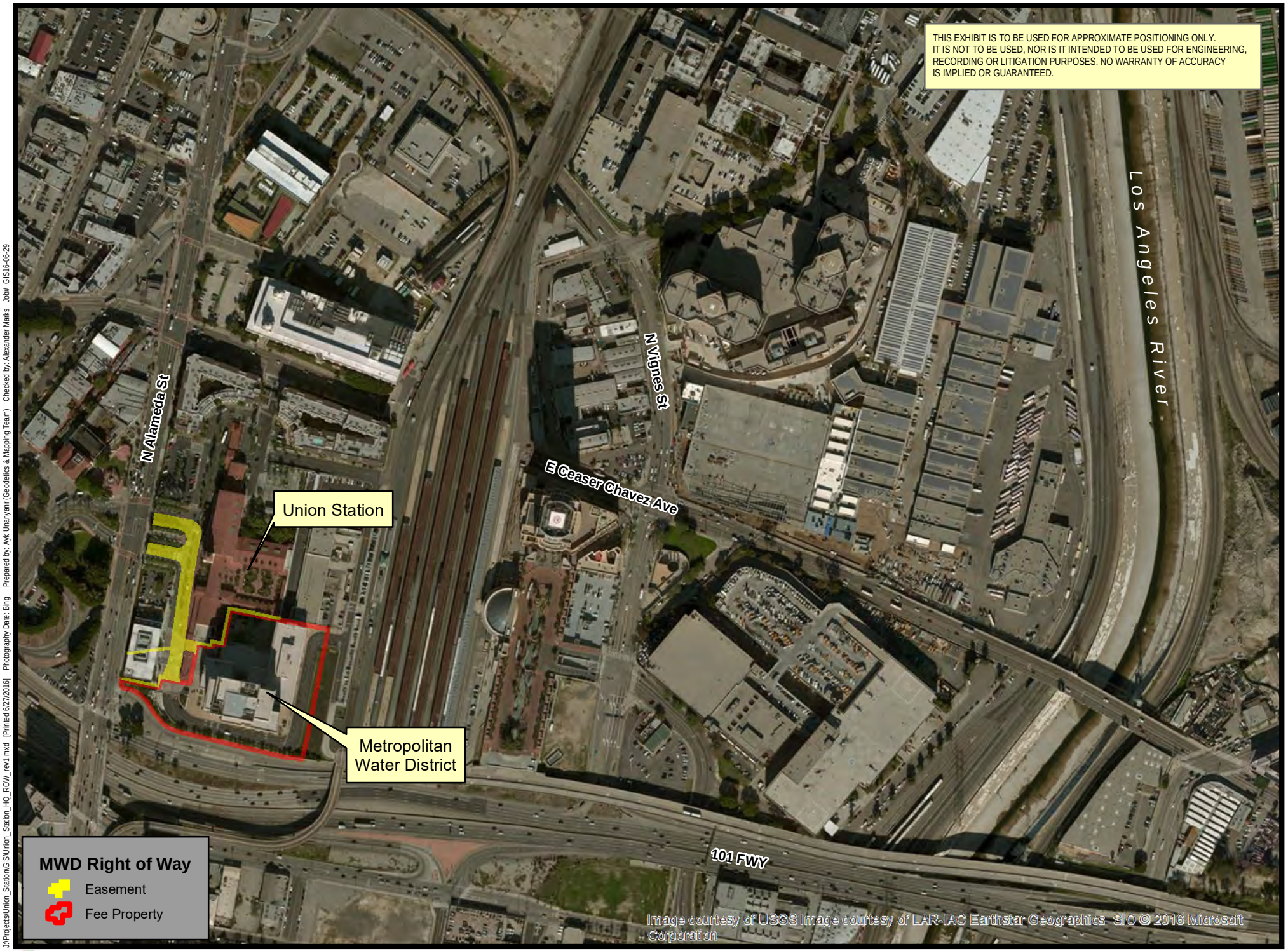
for Deirdre West
Team Manager, Environmental Planning Team

AM/am

EPT Job # 20160620EXT

Enclosure: Exhibit depicting Metropolitan's Headquarters Building and associated fee property and permanent easements in the project vicinity

cc: Ms. Stephanie Perez



J:\Projects\Union_Station\GIS\Union_Station_HQ_ROW_rev1.mxd [Printed 6/27/2016] Photography Date: Bing Prepared by: Ayk Unanyan (Geodetics & Mapping Team) Checked by: Alexander Marks Job#: GIS16-06-29

The Metropolitan Water District of Southern California
Engineering Services Group

MWD Facilities and Ownership

Around Union Station

Feet
0 100 200 400

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

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Bill Jahn, Big Bear Lake

Energy & Environment
Carmen Ramirez, Oxnard

Transportation
Barbara Messina, Alhambra

June 27, 2016

Mr. Mark Dierking
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, California 90012
E-mail: dierkingm@metro.net

RE: SCAG Comments on the Notice of Preparation of a Joint Environmental Impact Statement/Environmental Impact Report for the Link Union Station [SCAG NO. IGR8882]

Dear Mr. Dierking,

Thank you for submitting the Notice of Preparation (NOP) of a Joint Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Link Union Station ("proposed project") to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review (IGR) of programs proposed for Federal financial assistance and direct Federal development activities, pursuant to Presidential Executive Order 12372. Additionally, SCAG reviews the Environmental Impact Reports of projects of regional significance for consistency with regional plans pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.

SCAG is also the designated Regional Transportation Planning Agency under state law, and is responsible for preparation of the Regional Transportation Plan (RTP) including the Sustainable Communities Strategy (SCS) pursuant to Senate Bill (SB) 375. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans.[1] Guidance provided by these reviews is intended to assist local agencies such as local jurisdictions and project proponents to take actions that help contribute to the attainment of the regional goals and policies in the RTP/SCS.

SCAG staff has reviewed the NOP of a Joint EIS/EIR for Link Union Station in Los Angeles County. The proposed project transforms the Los Angeles Union Station (LAUS) from a "stub-end tracks station" into a "run-through tracks station" which increases operational capacity to meet the demands of the broader rail system. Major components include: (1) a throat and elevated rail yard, (2) a new passenger concourse, and (3) new run-through tracks. In addition, the California High-Speed Rail (HSR) is considered a related project to Link Union Station, therefore the four build alternatives discussed in the EIS/EIR will accommodate the future operations of HSR.

When available, please send environmental documentation to SCAG's *office in Los Angeles or by email to sunl@scag.ca.gov* providing, at a minimum, the full public comment period for review. If you have any questions regarding the attached comments, please contact the Inter-Governmental Review (IGR) Program, attn.: Lijin Sun, Senior Regional Planner, at (213) 236-1882 or sunl@scag.ca.gov. Thank you.

Sincerely,

Ping Chang

Ping Chang
Acting Manager, Compliance and Performance Monitoring

[1] Lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the 2016 RTP/SCS for the purpose of determining consistency for CEQA. Any "consistency" finding by SCAG pursuant to the IGR process should not be construed as a determination of consistency with the 2016 RTP/SCS for CEQA.

COMMENTS ON THE NOTICE OF PREPARATION OF A JOINT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT FOR LINK UNION STATION [SCAG NO. IGR8882]

CONSISTENCY WITH RTP/SCS

SCAG reviews environmental documents for regionally significant projects for their consistency with the adopted RTP/SCS. For the purpose of determining consistency with CEQA, lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the RTP/SCS.

2016 RTP/SCS GOALS

The SCAG Regional Council adopted the 2016 RTP/SCS in April 2016. The 2016 RTP/SCS seeks to improve mobility, promote sustainability, facilitate economic development and preserve the quality of life for the residents in the region. The long-range visioning plan balances future mobility and housing needs with goals for the environment, the regional economy, social equity and environmental justice, and public health (see http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx). The goals included in the 2016 RTP/SCS may be pertinent to the proposed project. These goals are meant to provide guidance for considering the proposed project within the context of regional goals and policies. Among the relevant goals of the 2016 RTP/SCS are the following:

SCAG 2016 RTP/SCS GOALS	
RTP/SCS G1:	*Align the plan investments and policies with improving regional economic development and competitiveness*
RTP/SCS G2:	*Maximize mobility and accessibility for all people and goods in the region*
RTP/SCS G3:	*Ensure travel safety and reliability for all people and goods in the region*
RTP/SCS G4:	*Preserve and ensure a sustainable regional transportation system*
RTP/SCS G5:	*Maximize the productivity of our transportation system*
RTP/SCS G6:	*Protect the environment and health for our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking)*
RTP/SCS G7:	*Actively encourage and create incentives for energy efficiency, where possible*
RTP/SCS G8:	*Encourage land use and growth patterns that facilitate transit and active transportation*
RTP/SCS G9:	*Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies**
	**SCAG does not yet have an agreed-upon security performance measure.*

For ease of review, we encourage the use of a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency or non-applicability of the goals and supportive analysis in a table format. Suggested format is as follows:

SCAG 2016 RTP/SCS GOALS		
	Goal	Analysis
RTP/SCS G1:	*Align the plan investments and policies with improving regional economic development and competitiveness*	*Consistent: Statement as to why;* *Not-Consistent: Statement as to why;* *Or* *Not Applicable: Statement as to why;* *DEIR page number reference*
RTP/SCS G2:	*Maximize mobility and accessibility for all people and goods in the region*	*Consistent: Statement as to why;* *Not-Consistent: Statement as to why;* *Or* *Not Applicable: Statement as to why;* *DEIR page number reference*
etc.		etc.

2016 RTP/SCS STRATEGIES

To achieve the goals of the 2016 RTP/SCS, a wide range of land use and transportation strategies are included in the 2016 RTP/SCS. Technical appendances of the 2016 RTP/SCS provide additional supporting information in detail. To view the 2016 RTP/SCS, please visit: http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx. The 2016 RTP/SCS builds upon the progress from the 2012 RTP/SCS and continues to focus on integrated, coordinated, and balanced planning for land use and transportation that the SCAG region strives toward a more sustainable region, while the region meets and exceeds in meeting all of applicable statutory requirements pertinent to the 2016 RTP/SCS. These strategies within the regional context are provided as guidance for lead agencies such as local jurisdictions when the proposed project is under consideration.

The Link Union Station project is included in the 2016 RTP/SCS as a financially-constrained project and is consistent with its goals and objectives. The 2016 RTP/SCS also identifies the current and planned regional rail system in the SCAG region and includes regional passenger rail recommendations and strategies to improve speed, service and operational efficiency of the rail system. For further information on the passenger rail recommendations and strategies, please visit Passenger Rail Appendix, (available at: http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_PassengerRail.pdf, pages 31-32).

DEMOGRAPHICS AND GROWTH FORECASTS

Local input plays an important role in developing a reasonable growth forecast for the 2016 RTP/SCS. SCAG used a bottom-up local review and input process and engaged local jurisdictions in establishing the base geographic and socioeconomic projections including population, household and employment. At the time of this letter, the most recently adopted SCAG jurisdictional-level growth forecasts that were developed in accordance with the bottom-up local review and input process consist of the 2020, 2035, and 2040 population, households and employment forecasts. To view them, please visit http://www.scag.ca.gov/Documents/2016GrowthForecastByJurisdiction.pdf. The growth forecasts for the region and applicable jurisdictions are below.

	Adopted SCAG Region Wide Forecasts			Adopted County of Los Angeles Forecasts		
	Year 2020	Year 2035	Year 2040	Year 2020	Year 2035	Year 2040
Population	19,663,000	22,091,000	22,138,800	10,326,200	11,145,100	11,514,800
Households	6,458,000	7,325,000	7,412,300	3,493,700	3,809,300	3,946,600
Employment	8,414,000	9,441,000	9,871,500	4,662,500	5,062,100	5,225,800

MITIGATION MEASURES

SCAG staff recommends that you review the Final Program Environmental Impact Report (Final PEIR) for the 2016 RTP/SCS for guidance, as appropriate. SCAG's Regional Council certified the Final PEIR and adopted the associated Findings of Fact and a Statement of Overriding Considerations (FOF/SOC) and Mitigation Monitoring and Reporting Program (MMRP) on April 7, 2016 (please see:

http://scagrtpscs.net/Pages/FINAL2016PEIR.aspx). The Final PEIR includes a list of project-level performance standards-based mitigation measures that may be considered for adoption and implementation by lead, responsible, or trustee agencies in the region, as applicable and feasible. Project-level mitigation measures are within responsibility, authority, and/or jurisdiction of project-implementing agency or other public agency serving as lead agency under CEQA in subsequent project- and site- specific design, CEQA review, and decision-making processes, to meet the performance standards for each of the CEQA resource categories.

METROLINK

Southern California Regional Rail Authority

June 24, 2016

Ms. Jeanet Owens
Executive Officer, Regional Rail
LA Metro
One Gateway Plaza
Los Angeles, CA 90012

Subject: **NOTICE OF PREPARATION (NOP) FOR LINK UNION STATION (LINK US) PROJECT JOINT ENVIRONMENTAL IMPACT STATEMENT (EIS) AND ENVIRONMENTAL IMPACT REPORT (EIR)**

Dear Ms. Owens:

The Southern California Regional Rail Authority (SCRRA) has received the NOP for the DEIR/DEIS for the Link US Project. Thank you for the opportunity to comment on key issues relative to SCRRA and operations of the railroad that operates in your project limits. As background information, SCRRA is a five-county Joint Powers Authority (JPA) that operates the regional commuter rail system known as Metrolink. The JPA consists of the Los Angeles County Metropolitan Transportation Authority (METRO), San Bernardino Associated Governments (SANBAG), Orange County Transportation Authority (OCTA), Riverside County Transportation Commission (RCTC) and Ventura County Transportation Commission (VCTC).

Metrolink is a key stakeholder at Los Angeles Union Station (LAUS) and is a major regional transportation provider in Southern California. We fully support the Link US run-through track project as it will greatly increase capacity for trains going in and out of LAUS with one-stop rides. Metrolink recently adopted its 10-year Strategic Plan which strongly supports the project being built.

SCRRA is especially interested in the full development of analysis in the following topic areas:

- Transportation impacts (both permanent and during construction) – including but not limited to system capacity, system travel time and delay, train operating efficiency, connectivity, and accessibility.
- Safety and Security impacts (both permanent and during construction) – including but not limited to access to platforms, infrastructure hardening and resilience, preservation of safe signaling and railroad operations.

We would also appreciate continued strong coordination on planning and design related issues with all stakeholders.

Thanks again for providing us with the opportunity to comment on this important transportation project. We look forward to our continued participation with Metro on this important transportation project that will provide many benefits to the commuting public.

Should you have any questions, please feel free to contact me at (213) 452-0456 or via e-mail at mathieur@scrra.net.

Sincerely,

Ron Mathieu
Sr. Public Projects Specialist

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Appendix I.
Public Scoping Comments Received

Appendix I-1.
Public Scoping Individuals Comments Matrix

Comment Summary	Comment Topic
• Requested information be sent in Chinese.	• Outreach Materials
• Requested information to be sent in Japanese.	• Outreach Materials
• Is the project adequately funded as of today? • Will the project be funded using Measure R funds? • Will Caltrans be involved? • Good luck this time.	• Funding • Agency Coordination
• Thank you and congratulations.	• Project Support
• Update contact information.	• Mailing List
• Please add me to your mailing list.	• Mailing List
• Would like the paper sent from Metro in Chinese.	• Outreach Materials
• Would like the paper sent from Metro in Spanish.	• Outreach Materials
• Concerned with preserving cultural history in surrounding areas, specifically Historic Chinatown and Mexican American community. • The current LAUS footprint overlays historic LA Chinatown and the project may damage cultural remains on both Chinatown and the Mexican American neighborhood north of Cesar Chavez. • Cultural resource analysis and analysis of structural integrity should be done on Macy Street School.	• Environmental Resources and Studies
• Most people in the Chinatown/Chinese American community would support transportation and pedestrian improvements. • Historic Chinatown community was displaced and buildings were destroyed for construction of the original LAUS, and very little information regarding displacements is available at LAUS. • Macy Street School has historical significance and should be properly evaluated for cultural resources. • Suggested that Macy Street School be reused or adapted as a means of mitigation. • An additional mitigation measure would be to enhance the pedestrian experience and increased pedestrian volume between LAUS and the Civic Center by bridging the freeway with greenspace as proposed by the Friends of Park 101.	• Environmental Resources and Studies • Project Design
• Will U.S. 101 be evaluated for cultural resources? • When will the draft technical study be circulated to Caltrans for comments? • Concerns with preserving cultural resources in the area. • DEIR should include thorough detail on mitigation at LAUS	• Environmental Resources and Studies
• Project support	• Project Support

Comment Summary	Comment Topic
• Business owner of a recording studio across from LAUS, near the 101 freeway. • He is concerned about the tracks that will be built over the 101 freeway and would like a call back confirming his understanding is correct.	• Project Design • Right of Way
• Project support	• Project Support
• Commenter asked to be called back	• Outreach Materials
• The project team should consult red line construction documents before placing any new structures for the Link US Project. • Comments regarding historical aspects of Bauchet Street. • Re-opening Bauchet Street under the train yard just north of the Cesar Chavez underpass may be a solution worth investigating. • Underneath the train yard, Bouchet Street could be widened to six lanes: two center lanes for east and west traffic, and two lanes in each direction for drop off and pick up. • The old stones from Bauchet Street could be removed and used elsewhere in the design of the new structure. • In considering a taxi drop off for Metrolink and HSR, the businesses for bail bondsmen could be relocated and centralized into a new office tower and the vacated area bordered by Vignes, Avila, Bouchet, could be used as a drop off area for passengers with a bus turnaround and taxi waiting services. • There is not an opportunity for retail because of the proximity to the LA County Jail. • This design solution should include a visual barrier to enhance security but can also provide a quicker access for boarding and disembarking from high speed rail. • This may be a better, faster and cheaper solution than modifying the Cesar Chavez Underpass, which due to its age and massive six foot thick walls, may not fair well with any design alterations, but may last hundreds of years in its current configuration	• Project Design • Right of Way
• Commenter raises concerns over the track design, including raising the tracks up 15 feet. • If vehicles roll onto the mainline, they become extreme safety hazards for other rail traffic which cannot stop or slow down like automobiles. To prevent trains from unintentionally rolling, the entire track complex from Union Station to the LA River, must remain in a swale, or spoon shape. • Raising the tracks fifteen feet higher at Union Station	• Project Design

Comment Summary	Comment Topic
demands that the entire track complex along the LA River also be raised fifteen feet. Raising track levels fifteen feet means rebuilding ten bridges over the Los Angeles River. • Two Solutions were proposed to avoid the track raise and reduce project costs: 1. It may be more cost effective to lower the 101 Freeway than raise the tracks. Lowering the 101 freeway through downtown was completed decades ago by Caltrans. But the project stopped just short of Union Station due to opposition from adjacent stakeholders, primarily the property owner of the Deja Vu Showgirls Afterhours Club across the freeway from Union Station. 2. Add two additional passenger tunnels, one on either side of the current walkway. • In summary, raising the tracks fifteen feet at a cost of over two billion dollars at Union Station is unfeasible because of track criteria. No need for an EIR to study this arrangement. A more economical solution exists without raising the track bed and should be considered as part of the EIR.	
• With Piper Tech being considered as a High Speed Rail station, cost-benefit analysis should be included. The Property was not an alternative in the Union Station Master Plan and was added after the comment period was over. • The area is a Methane Zone, and all aspects of Soils and Geology should be considered. Hydrology and Water Quality including watershed quality and degradation issues should be considered. • Caltrans permit has different requirements that the LA County. • Commenter provided information on the Upper Los Angeles River Watershed Management Area and the preparation of the EWMP Enhanced Watershed Management Plans and the CIMP Coordinated Integrated Monitoring Program.	• Project Design • Environmental Resources and Studies
• Would like the name to be removed from the mailing list.	• Mailing List
• Keep organization updated	• Outreach Materials
• Opposes surface level parking structures within close proximity of union transportation station center or platforms. • Consider the long term vision "ecologically, technologically, economically" to prepare for fast changing future of transportation in the area.	• Project Design

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