Los Angeles County
Metropolitan Transportation Authority

Link Union Station

DRAFT – Notice of Preparation and Comment Letters Received

January 2019

Metro

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Notice of Preparation

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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

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

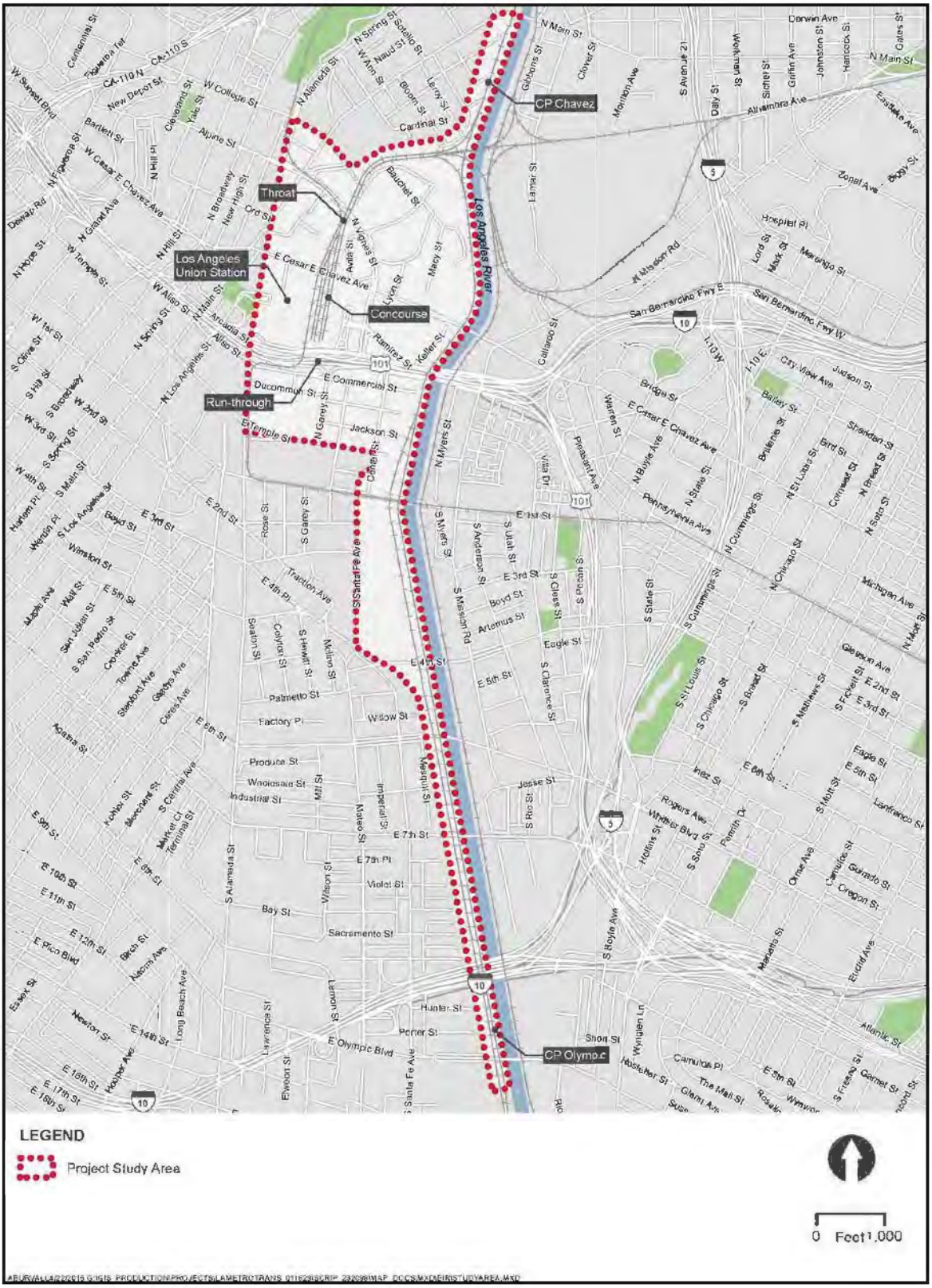
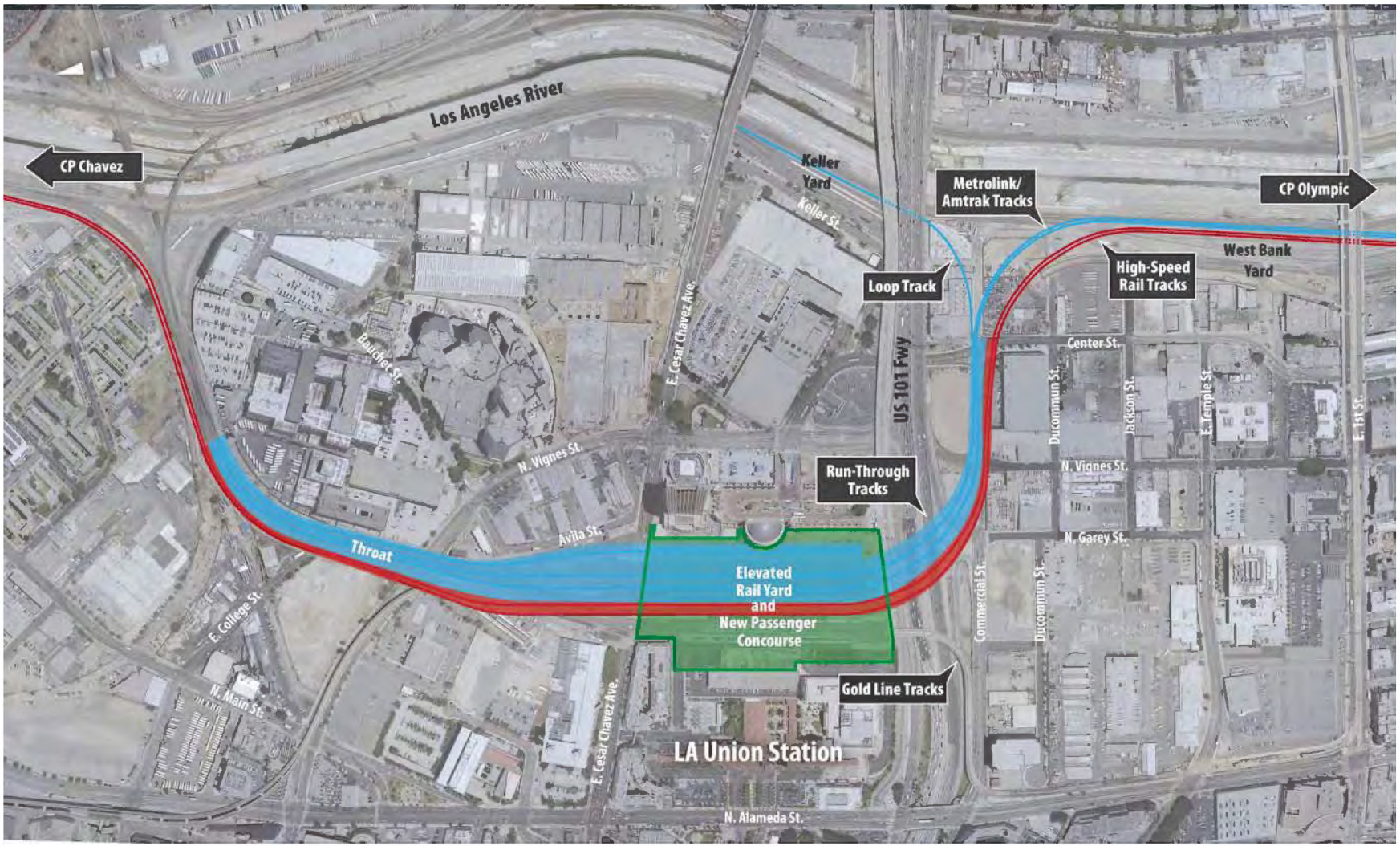


Figure 3. Link US – Major Project Components



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Newspaper Advertisements

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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

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

即席麺がうまい

なんてこった　[illegible]

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、筆者にとっては鬼門の食品であった。忌まわしい思い出と重なっているからだ。

ビンボーだったころ、即席麺ばかりを食べていた。そのあおりで、お金がなくなりかけたため、1袋何円の即席麺を目いっぱい買いこみ、部屋にこもって、朝、夕、晩と毎日、食べ続けた。3日目ぐらいから1日1個になり、1週間ほどすると、顔のハダがカサカサの状態になった。

麺の色がハダに染みついてしまったのだろうか。たまたま訪れた彼女がびっくりし、「野菜も食わにゃアカンやんけっ！」と、ねぎのついたネギを差し入れてくれた。[illegible]ないので、それからしばらくは、即席麺ハサミでちょきちょき切ったネギを入れて食べていた。まずかった。ミジメな気分になった。

記憶はじめたころ、年末年始はたいてい[illegible]。ある正月、大晦日から年明けまで、[illegible]に籠ったが、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、商店や飯屋は正月も休み。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[illegible]、とがったパイプがするすると下がってきて、フタの小さな穴をさし貫いて熱湯を注ぎこむ。

そのカップ麺を両手に持って、[illegible]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。[illegible]しかも[illegible]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、食事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、[illegible]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。

[illegible]、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部署の、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、[illegible]を使い、自家製の麺を作っていた。[illegible]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[illegible]おそるおそる食べてみた。う〜む、たしかに[illegible]みのうまさ。同時に、ラーメン作りについやした時間を思いだし、つくづくあきれた。なんてこった

宝の石図鑑

エメラルド

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方が上だ。

写真をご覧の通り、宝石としては内部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含浸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。（[illegible]）

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。

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」出土基地早已破壞挖空，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為市定遺址，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，有偽造文書、竄改之嫌，典型「狸貓換太子」。

台中市府文資處長馮國棠表示，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，須再編列經費辦公告徵收，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，改為「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為「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）

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，為鼓勵民眾多使用，前30分鐘享免費優惠，讓大家輕鬆遊竹塹城。市長林智堅26日宣布啟用，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月與捷安特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」，聘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啟用，與捷安特董事長劉金標（左）等從東門圓環騎至市府。（中央社）

空氣比台北差？

宜蘭水泥廠排放 六月超嚴

◄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。圖為縣府監測單位在煙道取樣。（宜蘭縣政府提供）

（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，為改善環境，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」為題，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年制訂「水泥業空氣污染物排放標準」，92年曾經過修正，至今未再修正。冬山鄉一帶居民因鄰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，逐年持續增加，雖符合中央法規的標準，但在地民眾感受不同。

此外，民國101年至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，為給居民更好的環境，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，實施後預計可減少約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，業者煙囪粒狀汙染物的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，改為不得超過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「歸零條款」，未來要以任何連續24小時計算。

Comment Letters Received from Public Agencies

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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
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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 he 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 he 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 Barrey 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 Jenkins 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: Avik Unanyanr (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

Main Office

818 West 7th Street

12th Floor

Los Angeles, California

90017-3435

t (213) 236-1800

f (213) 236-1825

www.scag.ca.gov

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

Comment Letters Received from Individuals

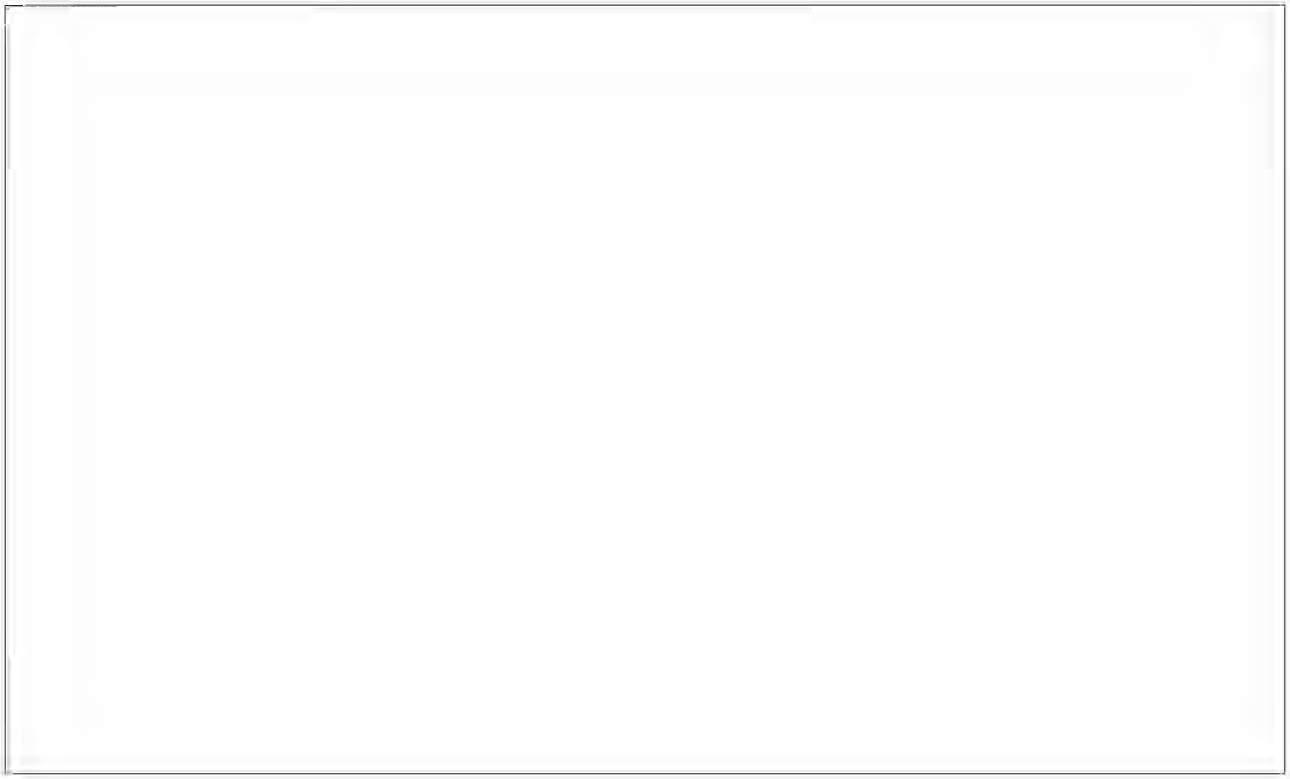
(THIS PAGE INTENTIONALLY LEFT BLANK)

From: Christian Frere [mailto:frere2@sbcglobal.net]
Sent: Wednesday, June 01, 2016 5:03 PM
To: LinkUnionStation@metro.net
Subject: RE: Reminder: Link US Scoping Meeting & Open House – Tomorrow, June 2, 2016, 6-8 PM!

Thank you and congratulations,

Christian Frere

From: Link Union Station [mailto:LinkUnionStation@metro.net]
Sent: Wednesday, June 1, 2016 5:02 PM
To: frere2@sbcglobal.net
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:

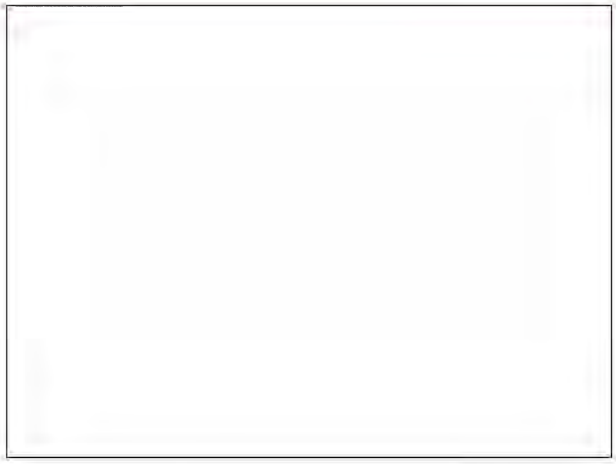
Email: Ms. Stephanie Perez
Environmental Protection Specialist
Office of Program Delivery
stephanie.perez@dot.gov

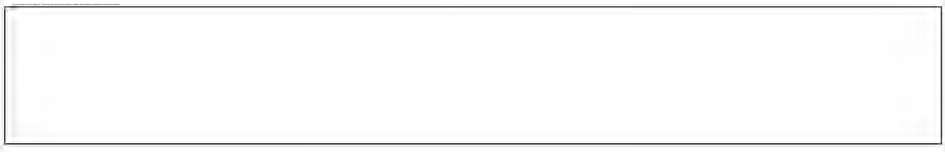
Mail: Link Union Station (Link US)
Federal Railroad Administration
1200 New Jersey Ave, SE (Mail Stop 20)
Washington, DC 20590

Telephone: 202.493.0388

For more information:

213.922.2524
LinkUnionStation@metro.net
metro.net/projects/link-us





Share this email:

From: Wufoo [mailto:no-reply@wufoo.com]
Sent: Wednesday, June 01, 2016 5:36 PM
To: Dierking, Mark
Subject: Feedback - Link Union Station [#3]

Name *	Frank Mastroly
Affiliation and/or Organization: *	Retired Mechanical Engineer
Address:	7831 Seabeeze Drive Huntington Beach, CA 92648 United States
Email (you@email.com) *	frank.mastroly@socal.rr.com
Would you like to receive email updates on this project? *	Yes
Comment *	I hope that the third time around is a charm. First it was the "Run-Through Project," then it was the "Southern California Regional Interconnector Project (SCRIP),: and now it is "Link Union Station." I have been following this since it was first proposed and have downloaded the original EIRs form the "Run Through" studies.. Is it adequately funded as of today? Will it be funded using Measure R funds? Will Caltrans be involved? Good luck this time.

From: Mr. Jonno Agnew [mailto:jonno@cutcute.com]
Sent: Wednesday, June 01, 2016 7:12 PM
To: Link Union Station
Subject: Re: Reminder: Link US Scoping Meeting & Open House – Tomorrow, June 2, 2016, 6-8 PM!

Please remove jonno@cutcute.com email address (which is soon to be decommissioned) and use jonnoagnew@gmail.com instead. Thanks.

On Jun 1, 2016, at 5:01 PM, Link Union Station <LinkUnionStation@metro.net> wrote:

From: Wufoo [mailto:no-reply@wufoo.com]
Sent: Thursday, June 02, 2016 9:51 AM
To: Dierking, Mark
Subject: Feedback - Link Union Station [#4]

Name *	Maya Emsden
Affiliation and/or Organization: *	Metro
Address:	 1 Gateway Plaza Los Angeles, CA 90012 United States
Email (you@email.com) *	emsdenm@metro.net
Would you like to receive email updates on this project? *	Yes
Comment *	Please add me to your mailing list.

From: Eugene Moy
To: Cottini, April; Mah, Moshik; Leitelt, Lyle (FRA)
Cc: pdwong@w2designinc.com; marce@mbimedia.com; mmccormick@mbimedia.com
Subject: Link US EIR-EIS
Date: Friday, June 3, 2016 4:46:11 AM

Good evening:
It was a pleasure chatting with you earlier this evening at Metro headquarters about the proposed improvements to Union Station for the run through tracks and high speed rail.
I am following up to briefly reiterate some of the thoughts I shared with you:
* I attended as an individual and not as an official representative of community organizations
* I am, however, a board member of: organizations that have an interest in the impacts of Union Station development:
    * Chinese Historical Society of Southern California http://chssc.org/
    * (Friends of) Chinese American Museum http://camla.org/
    * Chinese American Citizens Alliance http://www.cacala.org/, and
    * Friends of Park 101 http://park101.org/
* I am offering some preliminary observations that I will take to these boards, and which observations could develop into formal comments from these organizations.
* Most people in the Chinatown/Chinese American community would support transportation and pedestrian improvements.
* As I indicated, a historic Chinatown community was displaced and buildings were destroyed with the construction of the original Union Station, and there is very little evidence, or educational information, about this historic displacement in one of the most public places in the city.
* There is very little that remains from the historic period, except for the Macy Street School that still stands on the north side of Cesar Chavez.
* Macy Street School served the Chinese and Mexican American communities nearby, because public schools were previously segregated by race. Nora Sterry, the former principal of Macy Street School, was an important advocate of public health and social reform; an elementary school in West L.A. currently bears her name.
    * http://www.sterryelementary.org/who-was-nora-sterry.html
    * http://digitallibrary.usc.edu/cdm/ref/collection/p15799coll3/id/276311
    * https://books.google.com/books?id=KzasAAAAIAAJ&pg=PA97&lpg=PA97&dq=macy+street+school+nora+sterry&source=bl&ots=EsiHNGqr7w&sig=qpPCrHxg5_xh38d3-nScHUkWB5I&hl=en&sa=X&ved=0ahUKEwjO4b3e0YvNAhVMKiYKHd6LANcQ6AEIOjAF#v=onepage&q=macy%20street%20school%20nora%20sterry&f=false
* Therefore, I recommended, in addition to increasing the awareness of local history within Union Station proper, that adequate research be conducted to establish the historic significance of the Macy Street School building (now under private ownership, I believe), and perhaps also for some of the adjacent , possibly historic, buildings.
* Consequently, then, the impacts of the Link US project upon cultural resources like the Macy Street School and environs should be thoroughly and appropriately evaluated.
* A possible mitigation measure might be the acquisition, reinforcement, and adaptive reuse, or some combination thereof, of the Macy Street School building to preserve its architectural and historic character.
* An additional mitigation measure, to accommodate increased pedestrian volume, and enhance the pedestrian experience between Union Station and the Civic Center, would be to bridge the freeway with greenspace as proposed by the Friends of Park 101. Otherwise, the sidewalks crossing the 101 Freeway (and the crosswalks at the Arcadia and Aliso frontage roads as well) may be severely impacted.

These are suggestions from me at this time. As more people in the community become aware of the Link US and related projects, there should be additional comments forthcoming. I appreciate your attention and interest at this time, and look forward to further discussions.

Sincerely,
<<< ewm 626-926-5705 cell

--
Eugene W. Moy
ewmoy49@gmail.com

From: Morley Helfand [mailto:morleyhelfand@yahoo.com]
Sent: Tuesday, June 07, 2016 5:44 PM
To: Mark Dierking; Perez-Arrieta, Stephanie (FRA)
Subject: LINK UNION STATION (LINK US)

Thank you for giving me the opportunity to voice my opinion re "Link Union Station" as a native of Southern California I am completely in agreement with the proposed revision of the tracks leading into Union Station. It is time, and has been been since its original design, to allow trains inbound and outbound, to travel their route without having a "stub" end in the terminal.
This new plan will definitely benefit the train passengers, the time schedule, and the flow of rail traffic into and out of Union Station.

Morley J. Helfand
morleyhelfand@yahoo.com

From: vignes place [mailto:vignesplace@gmail.com]
Sent: Tuesday, June 21, 2016 6:29 PM
To: Perez-Arrieta, Stephanie (FRA)
Subject: los angeles union station master plan for future

would like to take this opportunity to communicate immediate attention related to the prosperous potential development of transportation center to the greatest city in the world:

1. who is the client. Any resources towards designs or designers (as does the mta current generated and publicized) that contemplates above surface level parking structures within close proximity of union transportation station center or platforms should immediately be met with disrespect and rejection, as contradictory and destructive to prime priority and objective of healthy pedestrianism and quality of life.

2. future-scape. focus careful consideration to long term vision, ecologically, technologically, economically prepare for fast changing future of people transportation, promoting efficient and happy movement within and without, including people conveying, high speed travel, accommodations and services. The notion of generating generic “pretty modern” insensitive monstrosity could be catastrophically antiquated even before completion.

community voice

From: **Susan MacAdams** <susan.macadams@gmail.com>
Date: Tue, Jun 14, 2016 at 2:12 PM
Subject: LINK Scoping Comments proposed Bauchet Street underpass for Union Station
To: dierkingm@metro.net, stepahnie.perez@dot.gov
Cc: Tom Kim <tom.kim@hdrinc.com>, Jeanet Owens <owensj@metro.net>, Michelle Boehm <mboehm@hsr.ca.gov>, dan.tempelis@hatchmott.com, Rachel Kesting <rachel.kesting@hsr.ca.gov>, "Fielding, Karl" <fieldingk@pbworld.com>, Michael McLoughlin <southern.california@hsr.ca.gov>, sideris@ucla.edu, carvajale@metro.net

June 14, 2016

Susan MacAdams
130 E. Montecito Ave, Unit 211
Sierra Madre, CA 91024
Track and Alignment Specialist
Board Member, Train Riders Association of California
Union Station Historical Preservation Society

Mark Dierking
Community Relations Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Mail Stop 99-13-1
Los Angeles, CA 90012

RE: Public Comment for LINK Union Station -- NOI Scoping Comments
Proposed Bauchet Street Underpass for Union Station

Dear Mr. Dierking,

Thank you for speaking with me on June 2, 2016 at the the public scoping meeting held at Metro for the Link Union Station Project in Los Angeles, previously known as the run-through tracks or SCRIP Project.

Formerly, I was the High Speed Rail Planning Manager at Metro (2009-2011) and developed a strong knowledge of the various complex underground elements in and around Union Station. My responsibilities included providing cautionary warnings to engineers, planners and politicians in order to avoid safety issues and costly construction mistakes. Prior to that, during the 1980's, I was the track and alignment engineer for Metro's Red Line Subway. At that time I helped coordinate the construction documents for the subway box under Union Station.

When moving Metro forward to design a new rail yard for high speed rail at Union Station, things would go better, faster, cheaper if the Metro staff and consultants had a pdf file of the Red Line construction documents to check the proposed placement of any new structures before proceeding with an EIR for the LINK project.

During the numerous design attempts to fit high speed rail into Union Station, the Metro planning department located a potential site to drop off and pick up passengers. On some old maps, Bauchet Street extended from east to west before Union Station train yard was built. It is believed that the roadway was not removed but simply covered over. Remnants of an old buttressed stone wall exist across the street from the Bad Boy Bail Bonds in an area not frequented by tourists but of historical interests to train buffs because of its proximity to the old yard master's tower. Re-opening Bauchet Street under the train yard just north of the Cesar Chavez underpass may be a solution worth investigating.

For those not familiar with the area, Bauchet Street runs parallel to and 500 feet north of Cesar Chavez, both streets go east and west. Currently, the longest passenger platform in Union Station has its northern terminus near the buried portion of Bauchet Street.

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, similar to traffic flow design at modern airports. 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, (french and spanish street names exist from the time when the area was a wine vineyard) 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.

Please consider this option in your EIR. 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.

Thank you for your attention to this matter.

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From: Susan MacAdams [mailto:susan.macadams@gmail.com]
Sent: Monday, June 20, 2016 10:18 AM
To: Dierking, Mark; Stephanie Perez
Cc: Tom Kim; Owens, Jeanet; Michelle Boehm; dan.tempelis@hatchmott.com; Rachel Kesting; Fielding, Karl; Michael McLoughlin; sideris@ucla.edu; jfajardo@sfcity.org; sheila@bos.lacounty.gov; Cano, Michael; Sylvia Ballin; patty.lopez@asm.ca.gov; Felipe Fuentes; Leahy, Jim; Teresa Lamb; Valerie Martinez; mayor.garcetti@lacity.org; Echternach, Mary Lou; MarkRidley-Thomas@bos.lacounty.gov; fasanaj@accessduarte.com; Pam O'Conner; carrie.bowen@dot.ca.gov; jmoore@bos.lacounty.gov; Paul Krekorian; holmark@scrra.net
Subject: It's a trench, not a tunnel, LINK Scoping Comments, HSR Map Burbank to LA

June 20, 2016

Susan MacAdams
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Mark Dierking
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Los Angeles, CA 90012

RE: LINK Union Station -- Notice of Intent (NOI) Public Scoping Comments
California High Speed Rail Burbank to Los Angeles Project Section Map
distributed at LINK Community Meeting, coordination of HSR Map needed

Dear Mark Dierking,

On June 2, 2016, Metro Los Angeles held a LINK Scoping meeting for Union Station where the California High Speed Rail Authority distributed maps showing the proposed high speed rail (HSR) route from Los Angeles to Burbank. The LINK run-through tracks at Union Station for HSR are included in that map, demonstrating the overlap between your project and HSR. The new map shows the previously proposed tunnels for Union Station were removed from the HSR plans. Thank you, this is a sensible economical revision for HSR.

You should be made aware that there are several inaccuracies on the new map. Metro owns the right-of-way for the HSR route from Union Station to Burbank and the map was distributed at your meeting. Map on page 5: (also attached)
http://www.hsr.ca.gov/docs/brdmeetings/2016/brdmtg_041216_Item8_Report_on_the_Burbank_to_Los_Angeles_Supplemental_Alternatives_Analysis.pdf

1.) In Burbank, the new HSR map shows a tunnel segment beginning near Burbank Junction. But the red segment on the map cannot be a tunnel. It can only be a trench. The depth of the tracks are less than 60 feet and this depth does not permit tunneling, this is too shallow for the tunnel boring machine. Having studied the plan and profiles at the Authority's meetings and spoken with several of the Authority's engineers, the trench will be only 40 to 50 feet deep and cut diagonally across densely populated areas of Burbank.

The trench starts behind the Empire Shopping Center and will cut a diagonal path of **nearly three miles across Burbank** and end beyond San Fernando Road into Sun Valley, where the track profile is deep enough for the tunneling operation to

begin**.** This will impact the infrastructure, roads, traffic, schools and businesses around Burbank Airport for up to ten years.

The proposed concrete trench will be more than 100 feet wide and does not follow any former transportation corridor as required by Proposition 1A. Trenching will have a significant construction impact on Burbank, yet the affected neighborhoods, businesses, local politicians and Burbank City Council are not being properly informed by the CHSRA at their outreach meetings.

2.) The HSR map shows a white circle for the HSR station. This is not representative of the shape or size of the station structure. The HSR station is a double platform which requires special trackwork at both ends; the platforms are a quarter mile long, the special trackwork at either end of each platform is longer, so the distance needed to build the entire station is over a mile in length.

For the Burbank area, there are two proposed station locations, therefore two mile long rectangles should be shown: one at Burbank Airport, the other rectangle along the San Fernando Corridor. The station along this line is located on the north side of the runway. It is not shown on the map.

But a new mile long station for HSR cannot be built in a trench north of the Airport along the San Fernando Road and start at Buena Vista Street; the new mile long Caltrans bridge ends at the same location. The bridge is too high and the trench too low to build a double platform station here. This is a significant project coordination dilemma.

3.) In 2015, Caltrans began construction of a new Metrolink bridge that runs between the 5 Freeway and San Fernando Road and is a mile long. On the HSR map, the new Caltrans bridge is shown as a green line, meaning it is at-grade; but it is not at-grade, this is an aerial bridge. The map needs to be corrected.

In addition, this new bridge will not be wide enough for HSR. Metrolink, Metro and Caltrans officials are aware that there is only room for three tracks on the new bridge and not wide enough to accommodate four tracks, two for Metrolink to share with freight, and two tracks for HSR. Electrification is also an issue.

CAHSRA, Caltrans and Metro are not coordinating the building of infrastructure projects using federal, state and local funding. The new Caltrans bridge, currently under construction, will have to be torn down and rebuilt to accommodate HSR.

4.) The legend on the HSR Map shows a grey dot for existing Metrolink Stations, but no grey dots are shown. There is one station in Glendale, three in Burbank.

Summary:

Before 2011, many of the fatal flaws of tunneling from Palmdale to Burbank were known by Metro staff. Nevertheless, in 2011, planning began on a development idea for the empty parcel adjacent to the Burbank Airport, known as the Lockheed B-6 Skunk Works, a Superfund Site, which contains contaminated soil. To attract development, the tunneling idea was proposed. The many engineering fatal flaws of the HSR tunneling design were hidden in order to attract re-development investors to the Skunkworks site. But to develop this parcel, a three mile trench must be cut through Burbank along a non-existing utility corridor. This plan requires that hundreds if not thousands of apartment dwellers and businesses be relocated. Not only does this seem fraudulent waste of taxpayer resources, it seems illegal.

During this same time, equivalent redevelopment monies were not spent for the San Fernando Station option. Both stations should have received equal time and money from the Authority.

A HSR station located in downtown San Fernando City would serve a greater majority of the two million residents of the San Fernando Valley than one located at the Burbank Airport. There would be less travel time required for the majority of residents. This station site was part of Proposition 1A and the preliminary plans showed an aerial two platform station centered over MaClay Street with one platform for Metrolink and one for HSR. This proposal was in the documents for the 2008 Prop 1A but became buried, the budget of one billion dollars for the grade separations along San Fernando Road removed from the budget and that funding applied to the tunneling expenses.

The public who live along the corridor have been mis-led by the Authority on many occasions; a good example is the recent map. At the same time most of the general public of the San Fernando Valley, almost two million people, have not been informed or given a choice about the location of the HSR station. Are all of them **opposed** to seeing improvements made along the San Fernando corridor? Of course not. They haven't been asked.

Formerly, I was the High Speed Rail Planning Manager at Metro. Prior to that, I worked on Metro's Red, Blue, and Green Lines in Track Design and Construction. On the East Coast I worked on major transportation projects in Baltimore, Boston and Washington DC. Under normal track alignment protocol, the fatal flaws of the tunneling and trenching through Burbank would never be discussed publicly in this type of forum because the fatal flaws would have been considered show stoppers and the plans eliminated by managers without wasting taxpayer funds. At present, there is no need for an EIR for the HSR tunnels, the proposal is too fatally flawed. In 1991, I was the manager a proposed high speed rail line from Los Angeles International Airport to Palmdale Airport which included a tunnel through the Sepulveda Pass. We prepared the plan and profile track drawings. The public is not aware of this effort because that project was shelved: too many fatal flaws.

The HSR alignment should go back to the original Prop 1A proposal from 2008, four tracks from Union Station to Lancaster along the Antelope/San Fernando corridor, two tracks for Metrolink to share with freight, two tracks for high speed rail. After all, the Union Station run-through tracks have gone back to the 2006 documents developed by Caltrans and Amtrak because that was the best solution.

When several fatal flaws emerge in the planning stages of a transportation project, they are deemed show stoppers and the plans should be abandoned before the public ever sees them. If the local transit organizations fail to do this, such as Metro, Metrolink and Caltrans, then it would be the job of the Federal Railroad Administration Office of Inspector General (FRA-OIG) to investigate. If they fail to stop the funding of the project, then there would be a Congressional Investigation by the House Transportation Committee into the mis-use of federal tax dollars spent on the pubic transportation project.

There are more than a dozen other fatal flaws in the design for building a HSR station in Burbank. Details provided upon request.

Thank you for your interest in this matter.

This email is an edited version of the comment letter, attached.

Susan MacAdams
310-994-8407
susan.macadams@gmail.com

Attachments:
CHSRA Map Burbank to LA Project Section Map
HSR Track Criteria, May 13, 2016
San Gabriel Trench funding sources
San Gabriel Trench under construction in front of the San Gabriel Mission
San Gabriel Trench under construction, trains will later run in trench, not on surface
Proposed HSR Trench through Burbank Apartments
Proposed HSR Trench through Burbank Apartments and Businesses

From: Susan MacAdams [mailto:susan.macadams@gmail.com]
Sent: Monday, June 27, 2016 7:53 AM
To: Dierking, Mark; Stephanie Perez
Cc: cc: Tom Kim; Owens, Jeanet; Michelle Boehm; dan.tempelis@hatchmott.com; Rachel Kesting; Fielding, Karl; Michael McLoughlin; sideris@ucla.edu; jfajardo@sfcity.org; sheila@bos.lacounty.gov; Cano, Michael; patty.lopez@asm.ca.gov; Felipe Fuentes; Leahy, Jim; Teresa Lamb; Valerie Martinez; mayor.garcetti@lacity.org; Echternach, Mary Lou; MarkRidley-Thomas@bos.lacounty.gov; fasanaj@accessduarte.com; Pam O'Conner; carrie.bowen@dot.ca.gov; jmoore@bos.lacounty.gov; Paul Krekorian; holmark@scrra.net
Subject: LINK Union Station NOI Scoping Comment raising the tracks 15 feet

June 27, 2016

Susan MacAdams
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Mark Dierking
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Mail Stop 99-13-1
Los Angeles, CA 90012

Stephanie Perez
Environmental Protection Specialist
Office of Program Delivery
Federal Railroad Administration
1200 New Jersey Avenue SE
Mail Stop 20
Washington DC 20590

RE: LINK Union Station -- Notice of Intent (NOI) by the Federal Railroad Administration (FRA) to prepare an Environmental Impact Statement (EIS) jointly with the Los Angeles County Transportation Metropolitan Authority (Metro)
Public Scoping Comment -
Raising the tracks in Union Station fifteen feet to accommodate a passenger concourse is not feasible

Dear Mark Dierking and Stephanie Perez,

On June 2, 2016, Metro Los Angeles held a LINK Scoping meeting for Union Station run-through tracks where members of the public were allowed to discuss their concerns with the various engineers and program managers. I spoke with Thomas Kim, PE, Senior Vice President for HDR, about raising the tracks levels fifteen feet at Union Station to allow for the construction of a large concourse and commercial development below the passenger platforms.

Raising the tracks fifteen feet for a new concourse is unfeasible for several reasons. First, the costs, which seem staggering at 2.2 billion dollars. Second, Mr. Kim stated that the new plan would raise the tracks at Union Station higher than the tracks along the Los Angeles River. This is not feasible because the tracks at Union Station are kept intentionally lower that the tracks along the LA River to prevent accidents. At present trains from the station cannot accidentally roll out

onto the mainline; if the tracks are raised fifteen feet at the station, then accidents along the river could occur. And thirdly, the extensive special trackwork from Union Station to the LA River must be built on basically flat track for operations and maintenance reasons. If you raise the tracks fifteen feet at Union Station, the bridges over the LA River must also be raised fifteen feet throughout the entire Mission Junction and Taylor Junction. This track complex is one for the record books and is a significant problem. The special trackwork extends for more than 2000 feet on both the east and west side of the LA River going north and south. These tracks are shared with Amtrak, Metrolink and freight.

This impacts the available clearances on the underside of the Cesar Chavez bridge, the 101 Freeway both east and westbound structures and the newly reconstructed First Street bridge. Heading north out of LAUS, raising the tracks fifteen feet will impact the Main, Spring, Broadway and Gold Line bridges. Add the two railroad bridges and the total is ten structures along the LA River that will need replacement if Union Station is raised 15 feet. The California Public Utility Company (CPUC) has strict clearance requirements for track clearances under bridges and those clearances will force the raising of the bridges. At present there is not an inch to spare. These costs are not factored into the run-through track estimate of two billion dollars. No need for an EIR to study this arrangement. Other, more economical solutions exists and should be considered as part of the EIR.

Full copy of comment letter attached, seven pages.

Susan MacAdams
310-994-8407
susan.macadams@gmail.com

Attachments:
Bridges north of Union Station, (4): Gold Line, Broadway, Spring Street and Main
Bridges south of Union Station, (4): E Cesar Chavez, 101 Freeway (2), 1st Street
Union Station Mission Junction showing two (2) rail bridges over the LA River
Union Station Entrance, showing the throat of the yard and special trackwork
HSR track criteria for station platforms dated May 13, 2016
PDF copy of the full comment letter

June 27, 2016

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Stephanie Perez
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Office of Program Delivery
Federal Railroad Administration
1200 New Jersey Avenue SE
Mail Stop 20
Washington DC 20590

RE: LINK Union Station -- Notice of Intent (NOI) by the Federal Railroad Administration (FRA) to prepare an Environmental Impact Statement (EIS) jointly with the Los Angeles County Transportation Metropolitan Authority (Metro)
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Raising the tracks fifteen feet for a new concourse is unfeasible for several reasons. First, the costs, which seem staggering at 2.2 billion dollars. Second, Mr. Kim stated that the new plan would raise the tracks at Union Station higher than the tracks along the Los Angeles River. This is not feasible because the tracks at Union Station are kept intentionally lower that the tracks along the LA River to prevent accidents. At present trains from the station cannot accidentally roll out onto the mainline; if the tracks are raised fifteen feet at the station, then accidents along the river could occur. And thirdly, the extensive special trackwork from Union Station to the LA River must be built on basically flat track for operations and maintenance reasons. If you raise the tracks fifteen feet at Union Station, the bridges over the LA River must also be raised fifteen feet throughout the entire Mission Junction and Taylor Junction. This track complex is one for the record books and is a significant problem. The special trackwork extends for more than 2000 feet on both the east and west side of the LA River going north and south. These tracks are shared with Amtrak, Metrolink and freight.

This impacts the available clearances on the underside of the Cesar Chavez bridge, the 101 Freeway both east and westbound structures and the newly reconstructed First Street bridge. Heading north out of LAUS, raising the tracks fifteen feet will impact the Main, Spring, Broadway and Gold Line bridges. Add the two railroad bridges and the total is ten structures along the LA River that will need replacement if Union Station is raised 15 feet. The California Public Utility Company (CPUC) has strict clearance requirements for track clearances under bridges and those clearances will force the raising of the bridges. At present there is not an inch to spare. These costs are not factored into the run-through track estimate of two billion dollars. No need for an EIR to study this arrangement. Other, more economical solutions exists and should be considered as part of the EIR.

Formerly, I was the High Speed Rail Planning Manager at Metro (2009-2011) and studied the infrastructure of Union Station. Prior to that, I was a track engineer and manager for Metro's Red, Blue and Green Lines. In addition, I worked on major transit systems in Baltimore, Boston, and Washington, DC.

During my Boston experience, I worked on the Back Bay Station, the only rail station in America most like Union Station with regards to the types of transit operations that are funneled through a small area: Light Rail, Commuter Rail, Amtrak, Acela High Speed Rail, and a subway station located underneath.

From working as a rail yard designer on the East and West Coasts, rail yards became one of my areas of expertise. Union Station is one big rail yard.

Also, by trade, I am a map maker and while working at Metro, discovered there was no consolidated rail map for Los Angeles County. Metro had one map, Metrolink another, Amtrak a third, Santa Fe had another as did Union Pacific. Some railroads shared corridors with Amtrak, some with Metrolink. Working with the Long Range Planning group at Metro, the first consolidated rail map for Los Angeles County was developed. This map was used by former Metro Executive Officer, Don Sepulveda, during his High Speed Rail presentations and the insert on this map of Union Station will clarify the track/bridge problem along the Los Angeles River. If that map is unavailable, Google maps of the area are attached.

According to the HSR track Criteria for station design, dated May 13, 2016, attached, all trackwork and platforms must be built on basically flat track, with a 0.25% slope maximum. That means a 3 inch rise every one hundred feet. This is standard criteria for special trackwork, whether it is high speed rail, Metrolink or Amtrak. Mr. Kim suggested that to increase the height of the station platform area by fifteen feet, the slope would be 1%. This is not standard practice and is unacceptable for safety reasons.

The area from the end of the platforms at Union Station through the throat of the yard to the Mission Junction is a complex of switches. The distance is too short, there is too much special trackwork between Union Station and Mission Junction for a rise of fifteen feet to accommodate a new passenger concourse. The track profiles at Union Station have remained the same for over eighty years. The entire trackway was designed and built using standard engineering track practices still in use today. Each station and rail yard from Los Angeles to Chicago was designed in a similar fashion, in a swale, or spoon shape, to prevent trains from rolling out onto the mainline. The tracks inside Union Station area are in a swale. The tracks along the LA River are slightly higher.

SUMMARY: 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 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.

A similar comment to this was sent to City Councilmember Mike Bonin, Metro Board of Directors, Planning & Program Committee Chair on September 22, 2014, regarding the Union Station Master Plan. At that time Metro Planning proposed raising the tracks five feet for a new mezzanine level.

A copy of the memo was also sent to Christopher Hawthorne, Architectural Critic for the Los Angeles Times. Mr. Hawthorne used some of the information in his article about the proposed Union Station Master Plan dated September 26, 2014.

http://touch.latimes.com/#section/-1/article/p2p-81480831/

“The basic track design is in the middle of a $350-million overhaul that will soon end the inefficient practice of trains pulling in and then having to back out of the station in favor of a so-called run-through setup. Making that switch will require raising the rail tracks by 5 feet, to allow them to clear the 101 Freeway as they move in a new loop around the station.

“The change has direct implications, good and possibly bad, for the rest of the master plan; it's a reminder of just how many moving parts (and how much linked infrastructure) ... Metro's in-house planners have had to keep track of in remaking Union Station.

“Good: Raising the tracks will make the concourse feel open and much less cramped, since the ceiling above passengers' heads will be 5 feet higher than it is now.

“Possibly bad: If lifting the tracks in and around the station requires lifting them along the L.A. River as well, that could mean that several historic bridges will need to be replaced.”

After the article was published, Metro Board held a meeting to discuss the proposed Master Plan; former Metro Executive Officer Don Sepulveda was asked by the Board Members, how many bridges would have to be re-built if the tracks were raised five feet? He answered: “Five bridges.” This information had not been previously disclosed to the Board.

Solution 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.

Caltrans construction drawings showing a lower profile along the 101 Freeway should be available in Caltrans archives. A lower profile along the freeway would eliminate the need of raising the tracks in Union Station when building the run-through tracks. The Metro Board should request that Caltrans investigate and substantiate this claim and compare costs of lowering the freeway (and finishing the job) to those of raising the rail yard fifteen feet, which will require replacing ten bridges over the LA River.

Solution 2: add two additional passenger tunnels, one on either side of the current walkway.

One new passenger tunnel could extend from the end of the Harvey Restaurant walkway. This existing passenger walkway displays the same distinct architectural elements as Union Station. There is a grand portico entrance near Alameda which originally attracted celebrities to the restaurant. This walkway passes between two well-maintained gardens, both underutilized. The Metropolitan Water Department (MWD) garden has patio seating, shade trees, a beautiful fountain and a historical plaque marking the old boundary of Chinatown. This garden is open to the public.

The Harvey Restaurant walkway could continue straight forward under the tracks, higher and wider than the existing passenger tunnel without raising the tracks. Currently there are thick beams in the roof of the existing passenger tunnel, designed to hold up the weight of steam locomotives which are four times heavier than diesel engines. Therefore the beams in the original passenger tunnel are larger than necessary to do the job. The new roof beams could be structurally smaller, providing more head room. Construction-wise, it would be more economical to mine a new passenger tunnel than to take out the roof beams of the old one.

There are currently no elevators to the Amtrak and Metrolink platforms at Union Station. This tunnel could have elevators for handicap patrons. This passenger tunnel also allows for easier boarding of Metrolink trains as passengers would load more directly at the south end of the station platforms.

One goal set forth in the LINK proposal was to increase the circulation of passengers using Metro's Red Line Subway, Amtrak and Metrolink. Some of the

elevators in this tunnel could connect Metrolink and Amtrak platforms with the Red Line Subway mezzanine, directly below, without the huge infrastructure investment proposed by the LINK proposal.

This Fred Harvey passenger tunnel has not been discussed in the Master Plan and is not identified on the LINK scoping plans. It is primarily used only by the Los Angeles El Monte busway commuters, who enter and exit Union Station across the MWD garden patio.

The second tunnel could be built parallel to the existing passenger tunnel, beginning inside the Red Line entranceway in the atrium room behind Starbucks. There are some knock-out panels in that room for this type of expansion.

This tunnel would exit behind the existing Metro/Metrolink Customer Center near the Patsauoras Plaza and into the parking garage under Metro's headquarters. A large cinder block wall currently exist at the proposed tunnel portal and contains an underutilized loading dock. The parking area near this proposed passenger tunnel could become an underground drop off area for a special kind of "kiss and ride."

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.

Thank you for your interest in this matter.

Susan MacAdams
310-994-8407
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Attachments:
Bridges north of Union Station, 4: Gold Line, Broadway, Spring Street and Main
Bridges south of Union Station, 4: E Cesar Chavez, 101 Freeway (2), 1st Street
Union Station Mission Junction showing two (2) rail bridges over the LA River
Union Station Entrance, showing the throat of the yard and special trackwork
HSR track criteria for station platforms dated May 13, 2016
PDF copy of this comment letter

Further information: The "swale" is a normal standard worldwide railroad operating requirement for rail yards. A swale, or spoon shape yard, prevents the

rolling stock from rolling out onto the mainline. At the same time, a rail yard is never completely flat. There is a 3 - 4 inch rise per every one hundred feet for drainage or around 0.27%. A low point usually occurs at the center point of the storage area, or in this case, the center point of the platform area at Union Station. So there is a gentle swale though out the rail yard, imperceptible to the human eye.

The 10 bridges affected by raising the profile of the mainline tracks underneath by even one inch (following CPUC criteria) going north to south along the LA River are these:

Gold Line Bridge
N Broadway
N Spring Street
N Main Street
East/west Railroad across LA River, Mission Junction, Amtrak to New Orleans
East/south railroad bridge across LA River, Mission Junction, Metrolink
E Cesar Chavez Avenue bridge
101 Freeway Westbound
101 Freeway Eastbound
E First Street

All of the special trackwork on the East Bank and the West Bank of the LA River will have to be re-built if the track profile is raised.

The Gold Line bridge already has CPUC clearance issues underneath it which were inherited when the structure was part of the old Santa Fe Line to Chicago. If the tracks are raised under the bridge by another inch, the CPUC will protest and make Metro rebuild the bridge. But the Gold line is already at a maximum 6% profile crossing over the LA River, another problem inherited from the Santa Fe, and the profile grade can't be increased. This bridge is just north of the N Broadway bridge and is not labeled on the Google map, attached.

770 L Street, Suite 700
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916-384-9521
Fax: 916-553-0042

To: Regional Managers/Regional Engineers

From: Robert Ball, Deputy Director of Design and Construction

CC: Ofelia Alcantara, Director of Engineering; Bruce Armistead, Director of Operations and Maintenance; RDP Task Leads

Date: May 13, 2016

Subject: Notice to Designers No. 10R1 - Special Track Work: Crossover and Turnouts; Tunnel Cross Section Reduction

Purpose:

This memorandum establishes the revised guidelines for the Regional Teams to follow in the Preliminary Engineering Design with respect to universal crossover spacing, speed of crossovers and turnouts, and Tunnel Cross Section Reduction.

Background:

These guidelines are the result of the cost reduction strategy performed by the Project in 2014 and approved by the Authority.

This Notice to Designer rectifies and supplements the following Technical Memorandums, accordingly:

- TM 2.1.3 Turnouts and Station Tracks, Rev. 0.
- TM 2.1.8 Turnouts and Yard Tracks, Rev. 0.
- TM 2.4.2 Basic Tunnel Configuration, Rev. 1.

Guidelines:

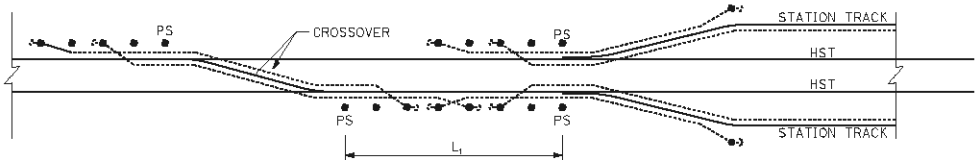
1. Crossover spacing:
   a. Increase nominal spacing of the interlockings from 20 miles to 40 miles throughout the program.
   b. Change universal interlocking from 110 mph to 80 mph.

2. Lower Speed Station Turnouts:
   a. Reduce size of Turnouts from 110 mph to 60 mph.
   b. Reducing the speed of the station turnouts is in conjunction with the recommendation to reduce the speed of the universal crossovers and increase their spacing.
   c. The station platform track between entry turnout and the exit turnout along the main track shall have a 3,350 foot minimum length centered symmetrically on the midpoint of the station platform.

3. Spacing Between Facing Adjacent Points of Switch on Main Tracks
   a. The distance between two facing points of switch of adjacent crossovers and the distance between the point of switch of a turnout facing an adjacent point of switch of a crossover shall adhere to the following spacing requirements:
      - Desirable distance between two high-speed (60 mph or faster) points of switch: 1400'
      - Minimum distance between two high-speed (60 mph or faster) points of switch: 1000'
      - Desirable distance between two low-speed (55 mph or slower) points of switch: 600'
      - Minimum distance between two low-speed (55 mph or slower) points of switch: 400'
      - Desirable distance between high-speed and low-speed points of switch: 1000'
      - Minimum distance between high-speed and low-speed points of switch: 700'

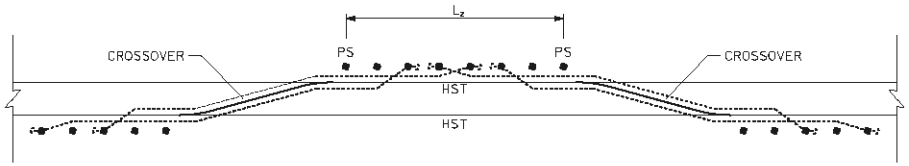
770 L Street, Suite 700
Sacramento, CA 95814
916-384-9521
Fax: 916-553-0042

4. Tunnel Cross Section Reduction
   a. Reduce operating maximum speed in Tunnels from 220 mph to 200 mph.
   b. Reduce nominal tunnel diameter from 29.5ft ID to 28ft ID.



SPACING BETWEEN CROSSOVER AND TURNOUT

PREFERRED: $L_1 \geq 1400'$
MINIMUM: $L_1 \geq 1000'$



SPACING BETWEEN CROSSOVERS

PREFERRED: $L_2 \geq 1400'$
MINIMUM: $L_2 \geq 1000'$

NOTES:

1. THESE REQUIRED SPACING ARE RESERVED FOR TERMINATING THE OCS WIRES AND THE DOWN-GUY INSTALLATION.
2. THESE GUIDELINES APPLY TO HIGH-SPEED (60 MPH AND FASTER) MAINLINE CROSSOVERS AND TURNOUTS WHEN INSULATED OVERLAP WIRING IS USED FOR SECTIONALIZATION.
3. FOR LOW-SPEED (55 MPH AND SLOWER) CROSSOVERS AND TURNOUTS ON THE MAINLINE TRACK, SECTION INSULATOR CAN BE USED FOR SECTIONALIZATION. THE PREFERRED L1 AND L2 SHALL BE 600 FT, AND MINIMUM L1 AND L2 SHALL BE 400 FT. THESE GUIDELINES ARE NOT APPLICABLE TO THE YARD TURNOUTS.
4. FOR A LOW-SPEED (55 MPH AND SLOWER) CROSSOVER OR TURNOUT ADJACENT TO A HIGH-SPEED (60 MPH AND FASTER) CROSSOVER OR TURNOUT ON THE MAINLINE TRACK, THE PREFERRED L1 AND L2 SHALL BE 1000 FT, AND MINIMUM L1 AND L2 SHALL BE 700 FT. THESE GUIDELINES ARE NOT APPLICABLE TO THE YARD TURNOUTS.

DATE: 05/20/2016

NO SCALE

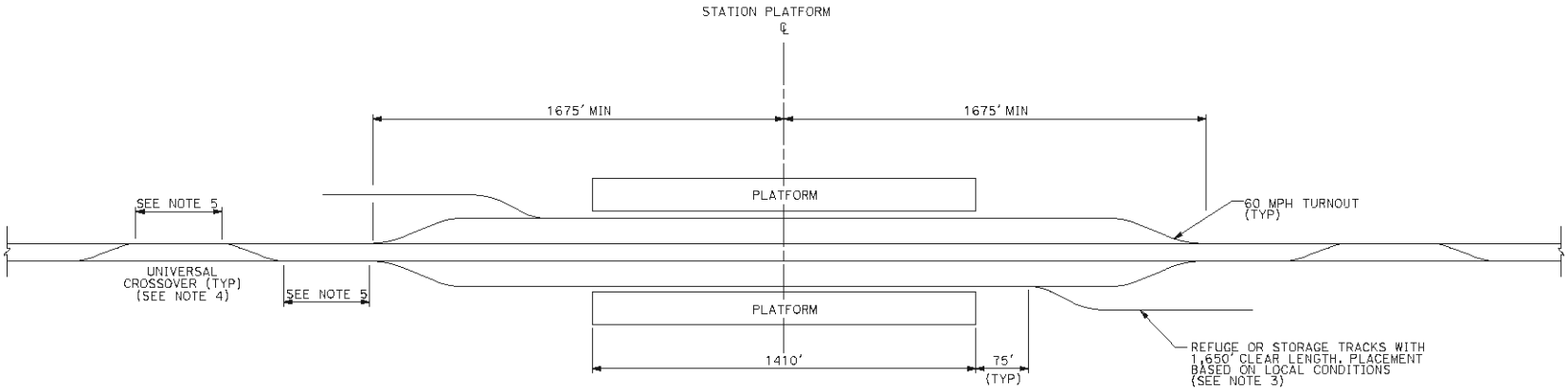
CALIFORNIA High-Speed Rail Authority

RDP Rail Delivery Partner

CALIFORNIA HIGH-SPEED TRAIN PROJECT
NOTICE TO DESIGNERS
SPACING BETWEEN CROSSOVERS AND TURNOUTS
NTD 010-001

NOTES:

1. 60 MPH DESIGN OF STATION TRACK, TURNOUTS.
2. GRADE ≤ 0.25% MAX.
3. 3300' MINIMUM TOTAL REQUIRED FOR REFUGE OR STORAGE TRACKS. REFUGE OR STORAGE TRACKS CAN BE LOCATED IN ANY QUADRANT OF THE STATION.
4. PROVIDE UNIVERSAL CROSSOVERS BETWEEN MAIN TRACKS AT EACH SIDE OF STATION TRACKS.
5. FOR POINT OF SWITCH SPACING, SEE NTD 10 "SPACING BETWEEN CROSSOVERS AND TURNOUT" DRAWING.



TYPICAL TRACK LAYOUT

INTERMEDIATE STATION WITH HIGH-SPEED TURNOUTS

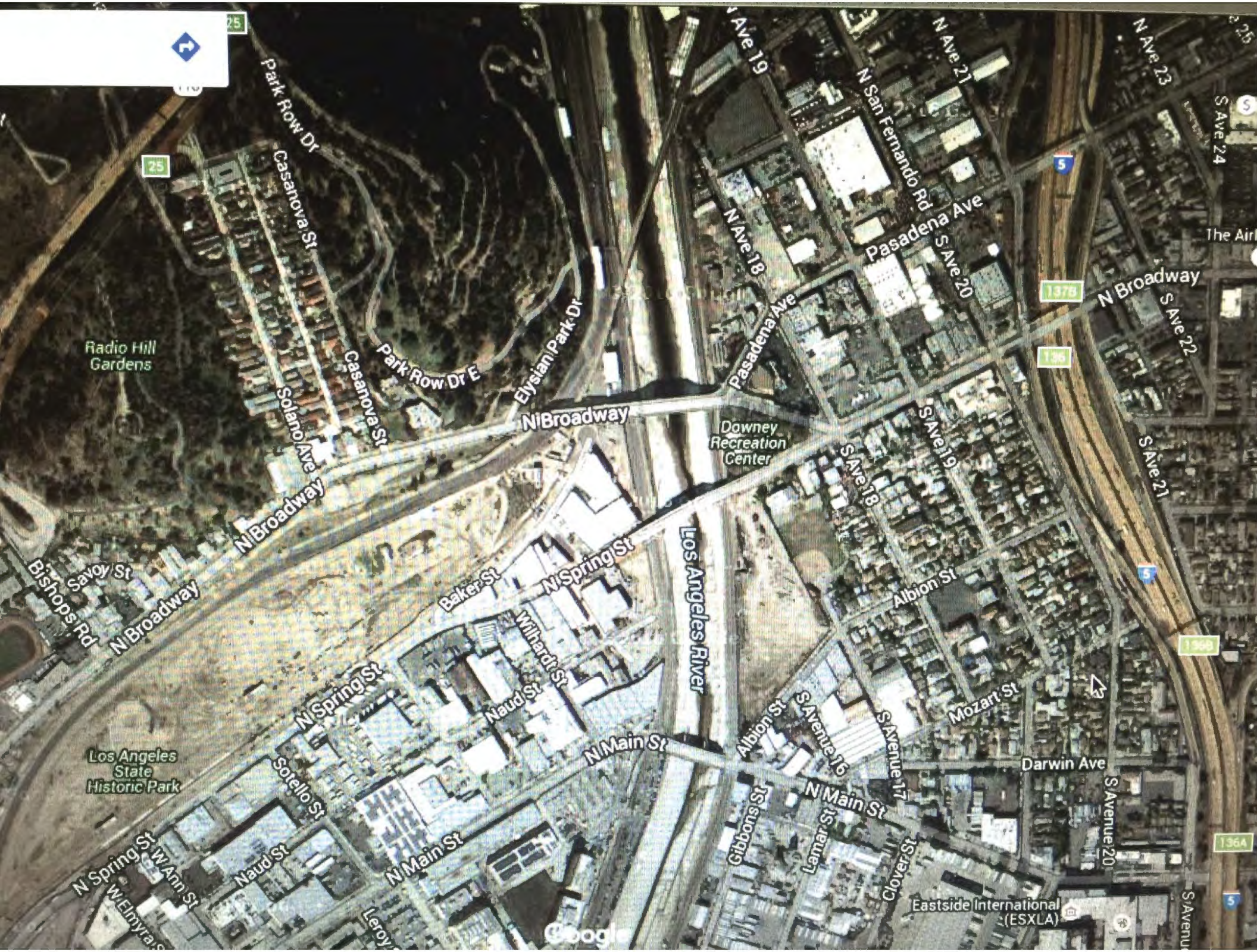
DATE: 05/24/2016

NO SCALE

CALIFORNIA High-Speed Rail Authority

RDP Rail Delivery Partner

CALIFORNIA HIGH-SPEED TRAIN PROJECT
NOTICE TO DESIGNERS
INTERMEDIATE STATION WITH HIGH-SPEED TURNOUTS
NTD 010-002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Bishops Rd
Savoy St
Willard St
Naud St
Albion St
Mozart St
Darwin Ave
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S Avenue 17
S Avenue 20
N Main St
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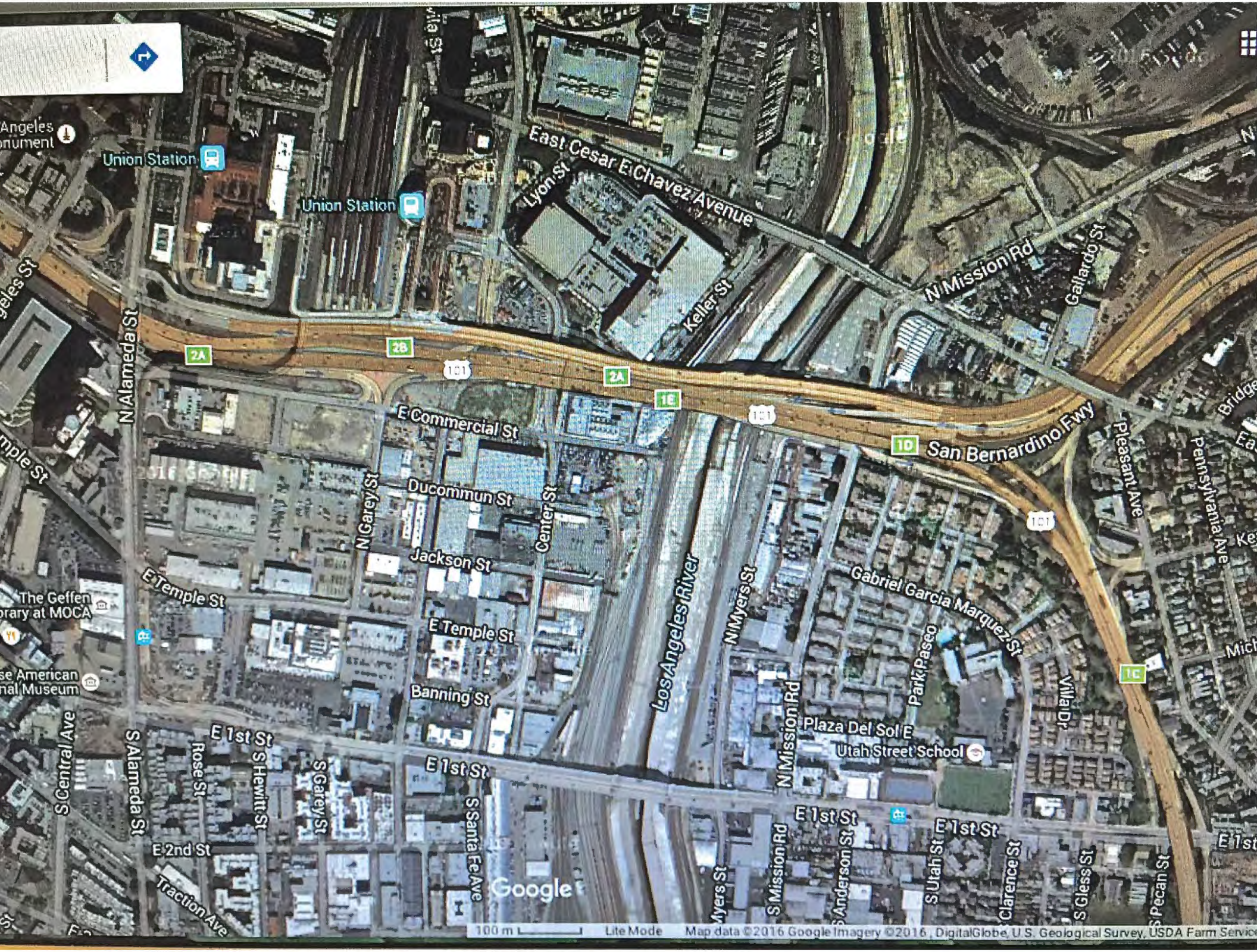
Gibbons St
Lamar St
Clover St
Eastside International (ESXLA)
Google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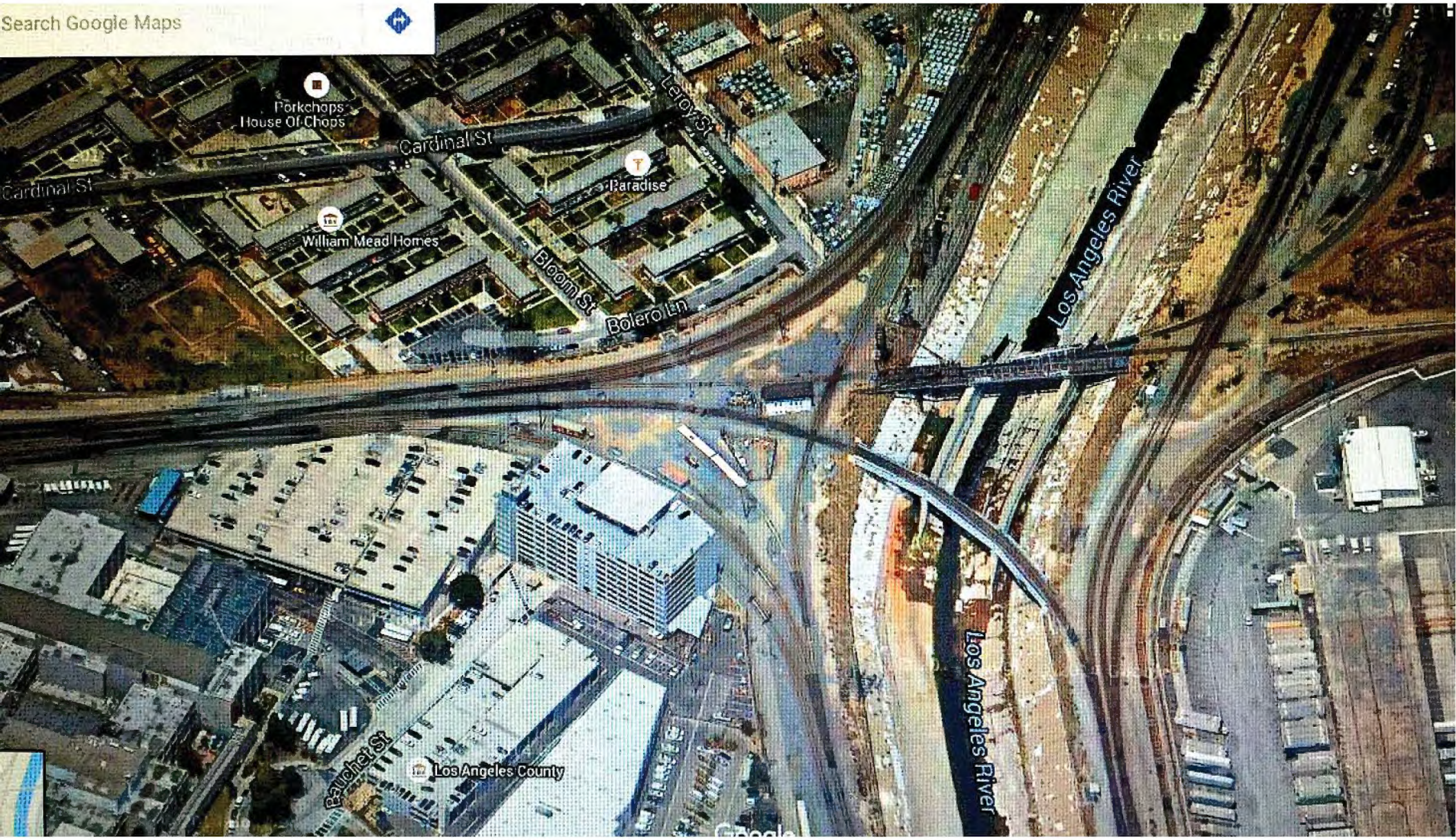
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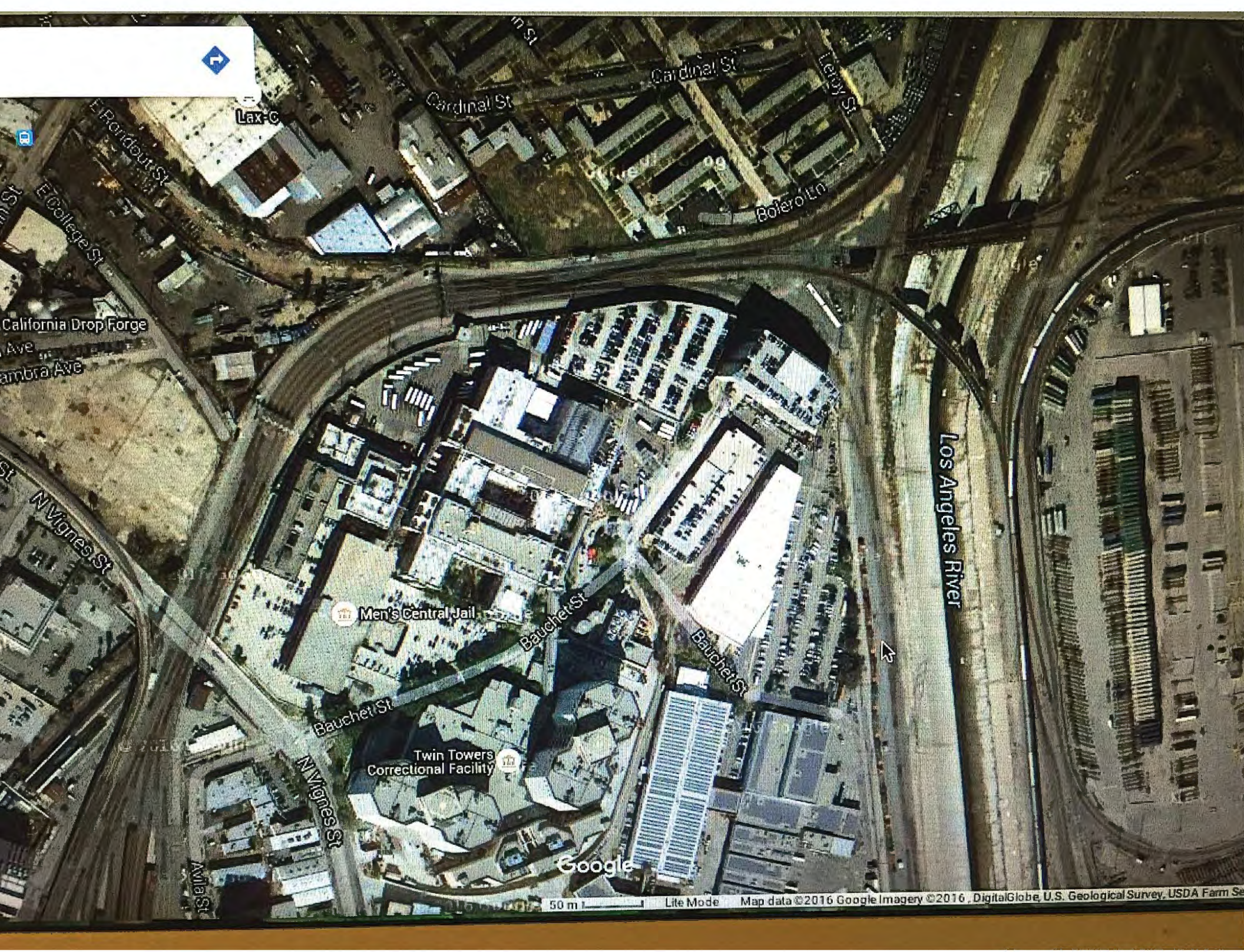
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Twin Towers
Correctional Facility
N Vignes St
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Map data ©2016 Google Imagery ©2016 , DigitalGlobe, U.S. Geological Survey, USDA Farm Se

From: Joyce Dillard [mailto:dillardjoyce@yahoo.com]
Sent: Monday, June 27, 2016 4:58 PM
To: Dierking, Mark; linkunionstation@metro.net
Subject: Comments METRO Link Union Station due 6.27.2016

Project Description from **Los Angeles Union Station Run-Through Tracks** Project is listed under CEQAnet (CALTRANS) as:

The proposed improvements to Union Station would extend two of the existing tracks southward from Union Station and provide a new connection into the Burlington Northern Santa Fe (BNSF) Railway mainline on the west side of the Los Angeles River; this would allow some trains that use the station to avoid the pull in/back out situation that causes delays either at the station platforms or on the connecting tracks while waiting for a slot at the platforms. The proposed structure would form an S-curve, connecting at its north/west end to track platforms at Union Station and its south/east end ot (sic)*a point along the BNSF mainline in the vicinity of the First Street Bridge. A range of potential alignments has been developed that could be located in the area north of First Street. improvements to increase accessibility to platforms are also planned.*

Union Station

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 property is owned by the City of Los Angeles. The citizens and residents of the City has not been presented with the change and/or sale of property and the cost and replacement of same.

Since the area is a METHANE ZONE, 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.

LA Regional Water Quality Control Board issued LA County Municipal Separate Storm Sewer Systems Permit ORDER NO. R4-2012-0175 NPDES PERMIT NO. CAS004001. It reads as follows:

> ***D. Permit Coverage and Facility Description***
> *The Los Angeles County Flood Control District, the County of Los Angeles, and 84 incorporated cities within the Los Angeles County Flood Control District with the exception of the City of Long Beach (see Table 5, List of Permittees), hereinafter* ***referred to separately as Permittees and jointly as the Dischargers****, discharge storm water and non-storm water from municipal separate storm sewer systems (MS4s), also called storm drain systems. For the purposes of this Order, references to the "Discharger" or "Permittee" in applicable federal and state laws, regulations, plans, or policy are held to be equivalent to references to the*

Discharger, or Permittees herein depicting the major drainage infrastructure within the area covered under this Order are included in
Attachment C of this Order.

Upper Los Angeles River Watershed Group is in the Upper Los Angeles River Watershed Management Area with the City of Los Angeles as the Lead Agency in the preparation of the EWMP Enhanced Watershed Management Plans and the CIMP Coordinated Integrated Monitoring Program. There exists responsibility for the Receiving Water compliance issues:

- Los Angeles River Watershed Trash TMDL
- Los Angeles River Nitrogen Compounds and Related Effects TMDL
- Los Angeles River and Tributaries Metals TMDL
- Los Angeles River Watershed Bacteria TMDL
- Los Angeles Area Lakes TMDLs

Traffic and Circulation should be studied.
Who is the Lead Agency? CALTRANS? Metro?

Joyce Dillard
P.O. Box 312377
Los Angeles, CA 90013

Link Union Station (Link US)

WE'RE CONNECTING THE FUTURE

Date: 6/14/16

COMMENT SHEET

Name / Nombre / 姓名:

Ralph Carmona

Organization / Organización / 組織名稱:

Boyle Heights Chamber

Email or Mailing Address / Correo Electrónico o Dirección Postal / 電子郵件信箱或郵寄地址:

PLEASE PROVIDE US WITH YOUR COMMENTS

Please continue to keep organization updated.

Metro

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Link Union Station (Link US)

NEPA/CEQA Public Scoping Meeting

COMMENT SHEET

Name / Nombre / 姓名:

EUGENE MOY

Organization / Organización / 組織名稱:

CHINESE AMERICAN MUSEUM - CHINESE AM. CITIZENS ALLIANCE - CHIN. HIST. SOC.

Email or Mailing Address / Correo Electrónico o Dirección Postal / 電子郵件信箱或郵寄地址:

PLEASE PROVIDE US WITH YOUR COMMENTS

The planning process should include thorough predevelopment research and evaluation of impacts to a historic neighborhood. The current Union station footprint overlays historic L.A. Chinatown. The proposed modifications will impact lands previously developed and may damage cultural remains on both Chinatown and the adjacent Mexican American neighborhood north of Cesar Chavez. The historic Macy street school building which still stands is a symbol of historic school segregation, and its historical significance should be thoroughly studied. The impact of the proposed new linkages on the structural integrity of Macy Street School should be carefully examined.

Metro

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Link Union Station (Link US)

NEPA/CEQA Public Scoping Meeting

COMMENT SHEET

Name / Nombre / 姓名:

Joshua Knudsen

Organization / Organización / 組織名稱:

Caltran, District 7, Environmental Planning - Cultural Studies

Email or Mailing Address / Correo Electrónico o Dirección Postal / 電子郵件信箱或郵寄地址:

PLEASE PROVIDE US WITH YOUR COMMENTS

How will the project effect Caltrans facility, US 101, & what is the preliminary thoughts on

My comment is just a general comment/clarification on the evaluation & effects on Caltrans' facilities in regards to cultural resources / particularly. Will US 101 be evaluated & what is the intial feeling on a determination of elisibility?

when will the draft technical study be circulated to the partners (Caltrans) for (cultural resource) comment?

As a private citizen, I am a little concerned for the effects on the NRHP listed Los Angeles Union Station. I am not too familiar w/ the nemination & resources, but hearing original platforms are being removed & heavily altered would be a major adverse effect. depending on the plans. Mitigation I would be interested to see what mitigation will be during the draft document phase.

Metro

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Link Union Station (Link US)

NEPA/CEQA Public Scoping Meeting

COMMENT SHEET

Name / Nombre / 姓名:

Faramarz Nabavi

Organization / Organización / 組織名稱:

self

Email or Mailing Address / Correo Electrónico o Dirección Postal / 電子郵件信箱或郵寄地址:

PLEASE PROVIDE US WITH YOUR COMMENTS

I support the through tracks for high-speed rail

Metro

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