

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 14-15, 2019

From: SUSAN BRANSEN, Executive Director

Reference Number: 2.2c.(5), Action

Prepared By: Jose Oseguera
Assistant Deputy Director

Published Date: August 2, 2019

Subject: Approval of Project for Future Consideration of Funding – Final Environmental Impact Report for the Link Union Station Project (Resolution E-19-78)

Issue:

Should the California Transportation Commission (Commission), as a Responsible Agency, accept the Final Environmental Impact Report and Statement of Overriding Considerations for the Link Union Station Project (Project) in Los Angeles County and approve the Project for future consideration of funding?

Recommendation:

Staff recommends the Commission accept the Final Environmental Impact Report and Statement of Overriding Considerations and approve the Project for future consideration of funding.

Background:

The Los Angeles County Metropolitan Transportation Authority is the California Environmental Quality Act lead agency for the Project. The Project will construct new lead tracks and will convert the station into a “run-through track station” instead of a “stub-end track station” to accommodate a modified expanded passageway, new passenger platforms on an elevated rail yard, tracks over the Interstate 101 freeway, new rail communications, and other safety enhancements. The Project is located on Alameda Street in the City of Los Angeles, Los Angeles County.

On June 27, 2019, the Los Angeles County Metropolitan Transportation Authority Planning and Programming Committee adopted the Final Environmental Impact Report and Statement of Overriding Considerations. The Final Environmental Impact Report determined that the impacts related to air quality, noise/vibration, and cultural resources would be significant and unavoidable.

The Planning and Programming Committee found that there were several benefits that outweigh the unavoidable adverse impacts of the project. These overriding benefits include economic, legal, social, and technological considerations that outweigh the identified significant effects on the environment. Specifically, the Project benefits include:

- Improved intrastate, intercity, and local transit connectivity with High-Speed Rail; Metrolink, Amtrak, and Metro rail; Metro and municipal bus systems; and ridesharing platforms.
- Improved regional connectivity with one seat rides to key destinations in Southern California.
- Increased rail operational capacity to accommodate future demand.
- Reduced train idling times resulting in shorter wait times and fuel savings, and emissions reductions per train.
- Enhanced future retail and transit-serving amenities and other transit-oriented development.
- Increased job creation of an estimated 4,500 temporary jobs per year over a 5-year construction period and 200 or more permanent jobs.
- Enhanced passenger experience with new concourse, retail and other amenities, and new expanded platforms.
- Improved pedestrian access with enhanced mobility options and safety features.
- Improved Interstate 101 and local road connectivity.
- Reduced greenhouse gas emissions and vehicle miles traveled in the region.
- Enhanced neighborhood connectivity with future connection from the Los Angeles Union Station to the Los Angeles River.
- Improved remediation of hazardous materials sites within the project area.

On July 9, 2019, the Los Angeles County Metropolitan Transportation Authority confirmed that the preferred alternative set forth in the final environmental document is consistent with the Project scope of work programmed by the Commission.

The Project is estimated to cost \$950,398,000 and is fully funded with Transit and Intercity Rail Capital Program Funds (\$423,335,000), Proposition 1A High Speed Rail Funds (\$398,391,000), and Local Funds (\$128,672,000).

Construction is estimated to begin in Fiscal Year 2020-21.

Attachments:

- Attachment A: Resolution E-19-78
- Attachment B: Statement of Overriding Considerations
- Attachment C: Notice of Determination
- Attachment D: Project Location Map

10.0 **Statement of Overriding Considerations**

Pursuant to Public Resources Code Section 21081(b) and CEQA Guidelines Section 15093(a) and (b), Metro is required to balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project against its unavoidable environmental risks when determining whether to approve the project.

For the foregoing reasons, Metro finds that the project's unavoidable significant environmental impacts (Section 6.0) are outweighed by these considerable benefits.

- Improved intrastate, intercity, and local transit connectivity with High-Speed Rail; Metrolink, Amtrak, and Metro rail; Metro and municipal bus systems; and ridesharing platforms
- Improved regional connectivity with one seat rides to key destinations in Southern California
- Increased rail operational capacity to accommodate future demand
- Reduced train idling times resulting in shorter wait times and fuel savings and emissions reductions per train
- Creation of future retail and transit-serving amenities and other transit-oriented development
- Generation of an estimated 4,500 temporary jobs per year over a 5-year construction period and 200+ permanent jobs
- Enhanced passenger experience with new concourse, retail and other amenities and new expanded platforms
- Improved pedestrian access with enhanced mobility options and safety features
- Improved US-101 and local roadways
- Indirect contribution to cumulative benefits for the region, including a reduction of greenhouse gas emissions and vehicle miles traveled in the region
- Enhancement of neighborhood connectivity with future connections from LAUS to the Los Angeles River
- Remediation of hazardous materials sites within the project area

**CALIFORNIA TRANSPORTATION COMMISSION
Resolution for Future Consideration of Funding**

**7 – Los Angeles County
Resolution E-19-78**

- 1.1 WHEREAS, the Los Angeles County Metropolitan Transportation Authority has completed a Final Environmental Impact Report and Statement of Overriding Considerations pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the Link Union Station Project (Project) in Los Angeles County; and
- 1.2 WHEREAS, the Los Angeles County Metropolitan Transportation Authority has certified that the Final Environmental Impact Report has been completed pursuant to CEQA and the CEQA Guidelines; and
- 1.3 WHEREAS, the Project is located on Alameda Street in the City of Los Angeles, Los Angeles County; and
- 1.4 WHEREAS, the Project will construct new lead tracks and will convert the station into a “run-through track station” instead of a “stub-end track station” to accommodate a modified expanded passageway, new passenger platforms on an elevated rail yard, tracks over the Interstate 101 freeway, new rail communications, and other safety enhancements; and
- 1.5 WHEREAS, the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Final Environmental Impact Report; and
- 1.6 WHEREAS, on June 27, 2019, the Los Angeles County Metropolitan Transportation Authority Planning and Programming Committee adopted the Final Environmental Impact Report; and
- 1.7 WHEREAS, the Los Angeles County Metropolitan Transportation Authority Planning and Programming Committee determined that impacts related to air quality, noise/vibration, and cultural resources would be significant and unavoidable; and
- 1.8 WHEREAS, on July 9, 2019, the Los Angeles County Metropolitan Transportation Authority confirmed that the preferred alternative set forth in the final environmental document is consistent with the project scope of work programmed by the Commission; and
- 1.9 WHEREAS, the Los Angeles County Metropolitan Transportation Authority Planning and Programming Committee adopted a Statement of Overriding Considerations for the Project finding that the Project benefits outweigh the unavoidable adverse environmental impacts; and
- 1.10 WHEREAS, the above-referenced significant effects are acceptable when balanced against the facts set forth in the Statement of Overriding Considerations; and

- 1.11 WHEREAS, the Commission, as a Responsible Agency, has considered the information contained in the Final Environmental Impact Report and the Statement of Overriding Considerations.
- 2.1 NOW, THEREFORE, BE IT RESOLVED that the Commission does hereby accept the Final Environmental Impact Report and Statement of Overriding Considerations for the above-referenced Project to allow for future consideration of funding.

NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attn: Jose Oseguera
1120 N Street, MS 52
Sacramento, CA 95814
(916) 653-2094

Subject: Filing of Notice of Determination in compliance with Section 21108 of the Public Resources Code.

Project Title: Link Union Station Project

2016051071	Jeanet Owens	(213) 418-3189
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): The project is located on Alameda Street in the City of Los Angeles, Los Angeles County.

Project Description: The project will construct new lead tracks and will convert the station into a “run-through track station” instead of a “stub-end track station” to accommodate a modified expanded passageway, new passenger platforms on an elevated rail yard, tracks over the Interstate 101 freeway, new rail communications, and other safety enhancements.

This is to advise that the California Transportation Commission has approved the above described project on

(Lead Agency/ Responsible Agency)

August 14-15, 2019, and has made the following determinations regarding the above described project:

1. The project (will/ will not) have a significant effect on the environment.
2. An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
 A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (were/ were not) made a condition of the approval of the project.
4. Mitigation reporting or monitoring plan (was / was not) adopted for this project.
5. A Statement of Overriding Considerations (was / was not) adopted for this project.
6. Findings (were/ were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: 1 Gateway Plaza, Los Angeles, CA 90012

SUSAN BRANSEN

Signature (Public Agency)

Date

Executive Director

California Transportation Commission

Title

Date received for filing at OPR:

Figure ES-1. Project Location and Regional Vicinity



LEGEND
● Project Location



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