



CALIFORNIA
High-Speed Rail Authority

November 20, 2025 Board Briefing

Link US Final EIS/ROD

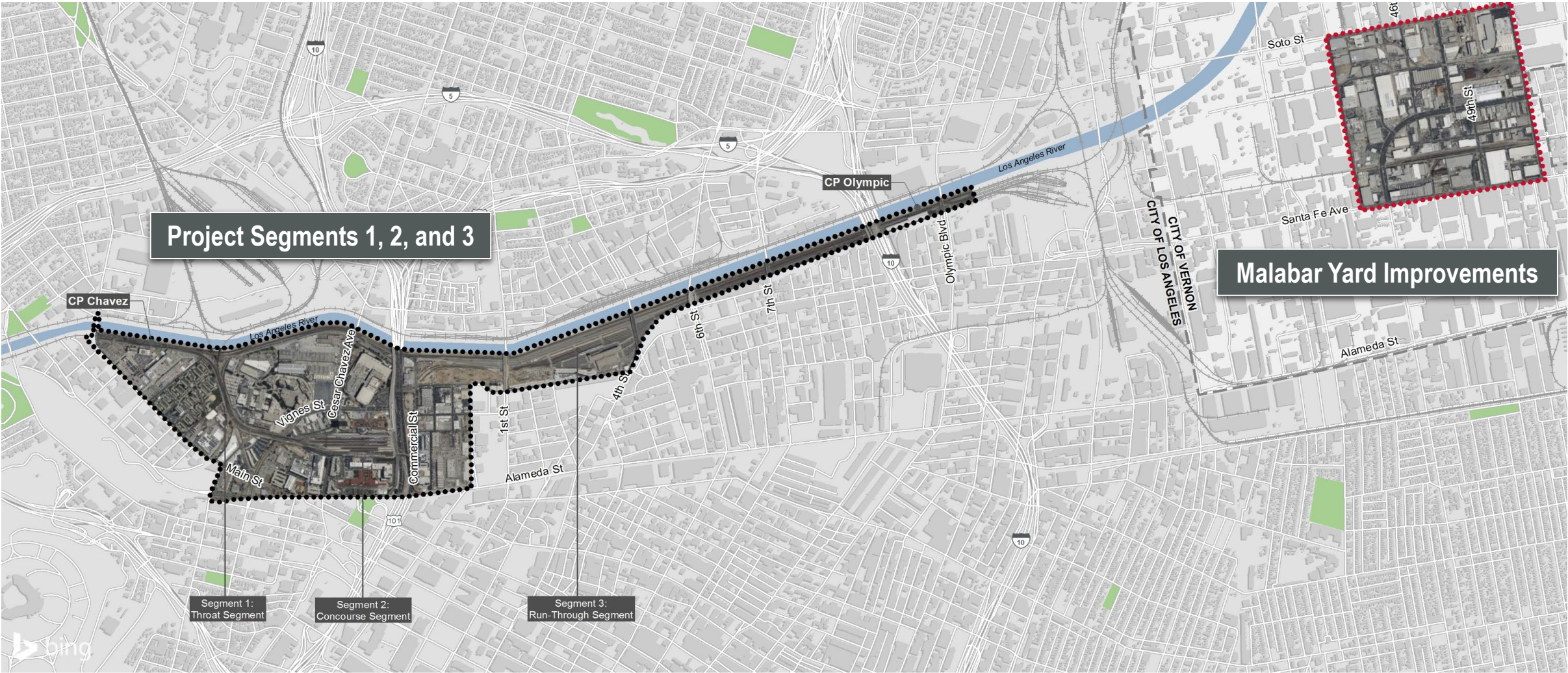
NEPA Assignment

- The Federal Railroad Administration delegated certain National Environmental Policy Act (NEPA) responsibilities to the Authority under the 2019 Memorandum of Understanding
- Renewed 2024 MOU between the State of California and FRA
 - MOU allows NEPA assignment through 2034
 - FRA retains Government to Government Tribal coordination and Air Quality General Conformity Determination
- The Authority may act as NEPA Lead Agency for qualified local rail projects
- Local Sponsor Projects
 - Link US
 - High Desert Corridor (HDC)
 - SANDAG LOSSAN Rail Realignment*

Project Overview

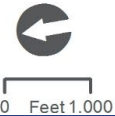
- The Link US Project is proposed to increase regional/intercity rail capacity, improve transit connectivity, enable one-seat rides on the regional/intercity rail systems across Southern California, and accommodate the planned high-speed rail system.
- LA Metro is project sponsor and CEQA lead agency
- The Draft EIS Build Alternative (Preferred Alternative) for the Project converts the stub end tracks station into a run-through tracks station by,
 - Extending ten platform tracks south of LAUS for regional/intercity trains that would merge into a minimum of four tracks on the U.S. Highway 101 viaduct and continue south to connect to mainline tracks along the west bank of the Los Angeles River
 - Replacement of the existing pedestrian passageway under the platforms and tracks with a new passenger concourse below an elevated rail yard
- Metro and the Authority released a draft SEIR/EIS for a 45-day public review in June 2024
- Metro Board voted to certify the Final SEIR and to approve an 8-track Project; the Board also adopted a Revised Mitigation Monitoring and Reporting Program on October 23, 2025

Project Study Area

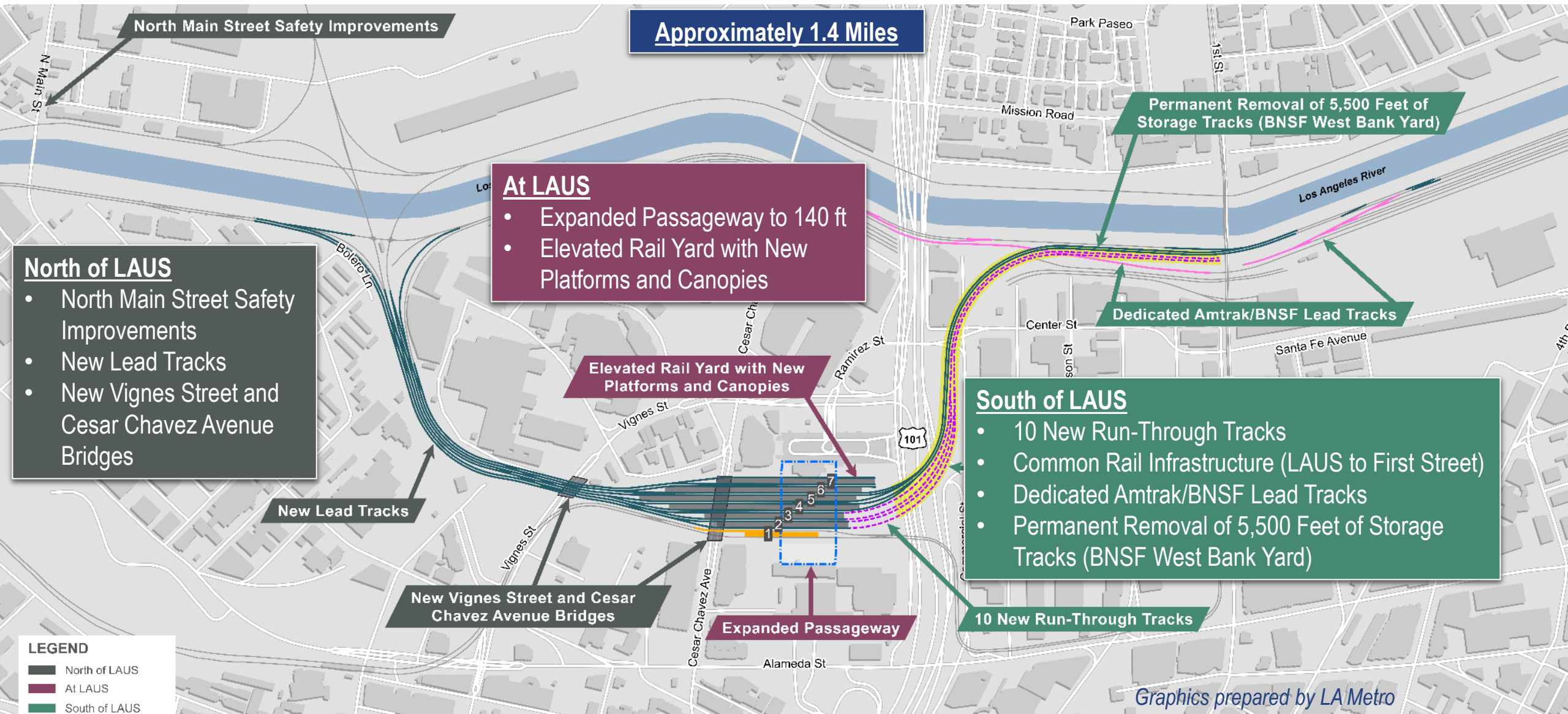


- Project Study Area
- Malabar Yard Study Area
- City Boundary

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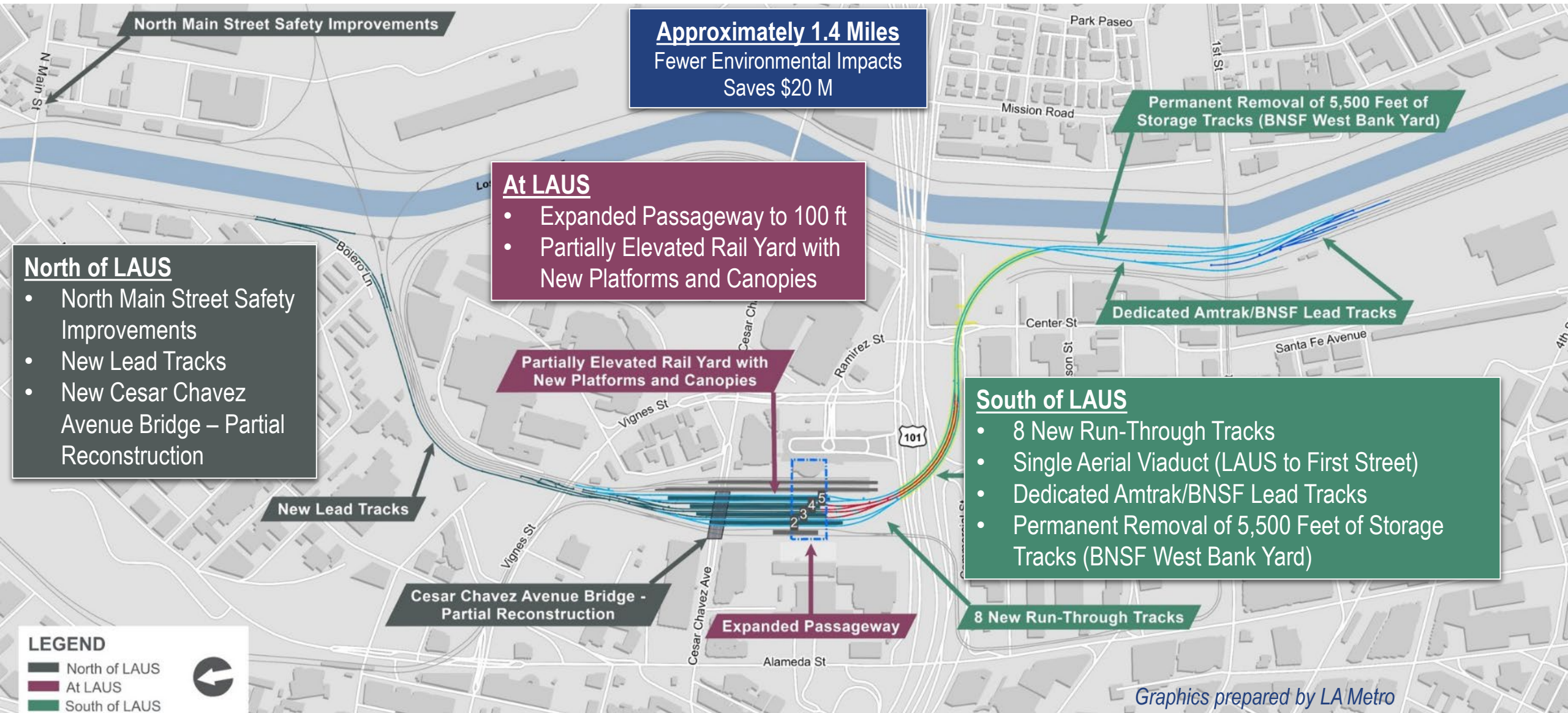


Build Alternative (10 Tracks)



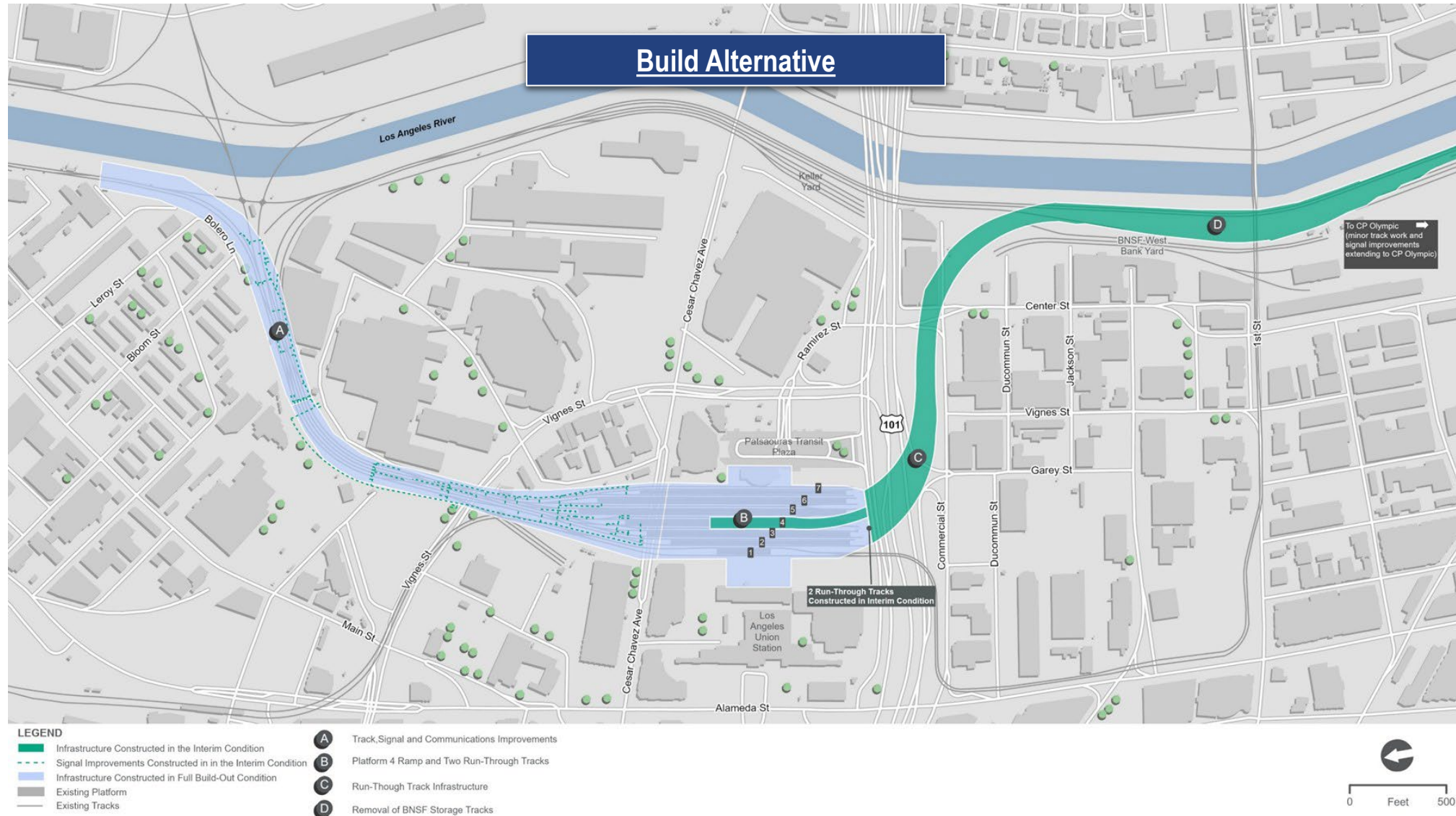
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Build Alternative Design Option (8 Tracks)



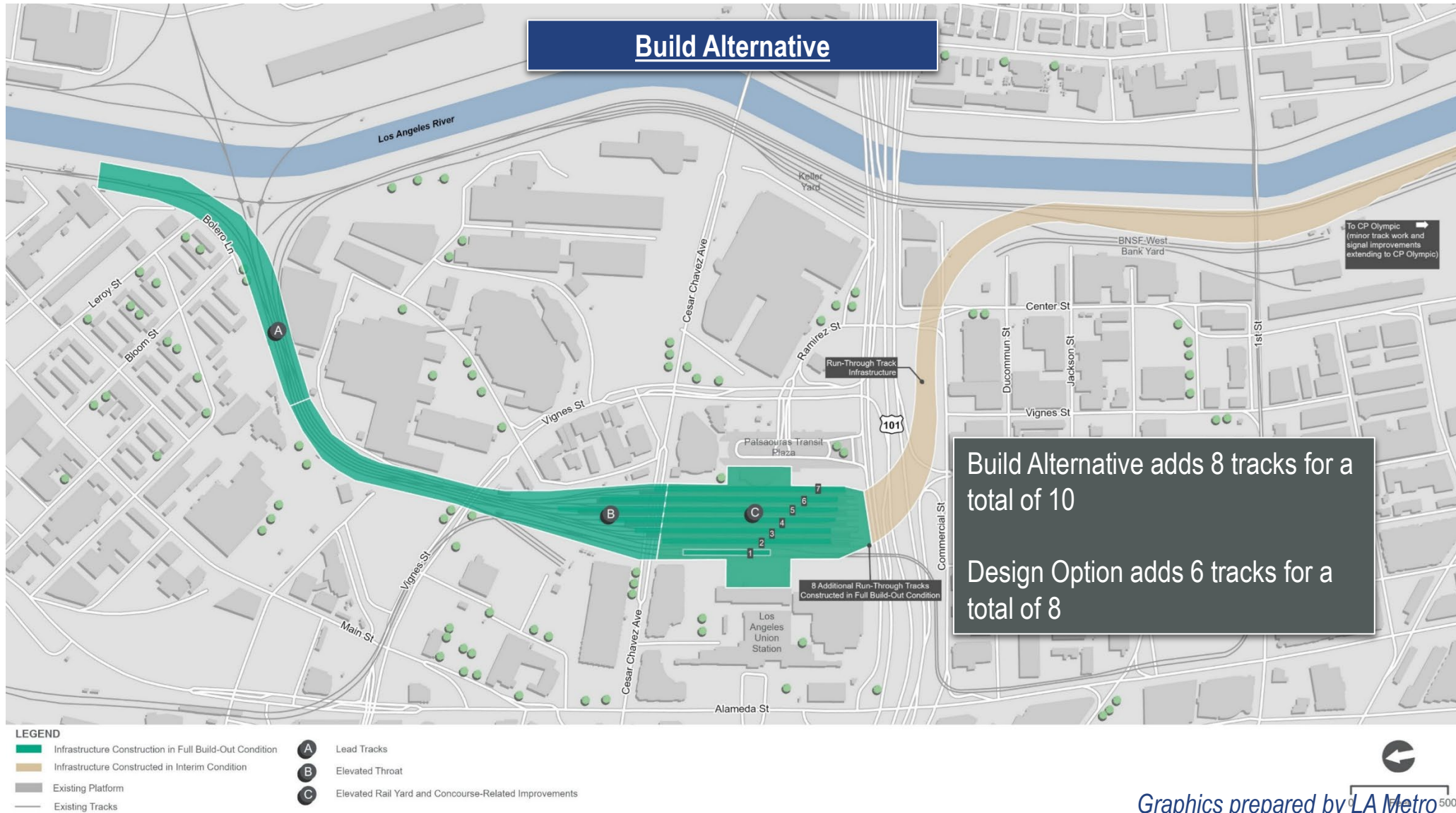
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Interim Condition (Phase A) Major Components



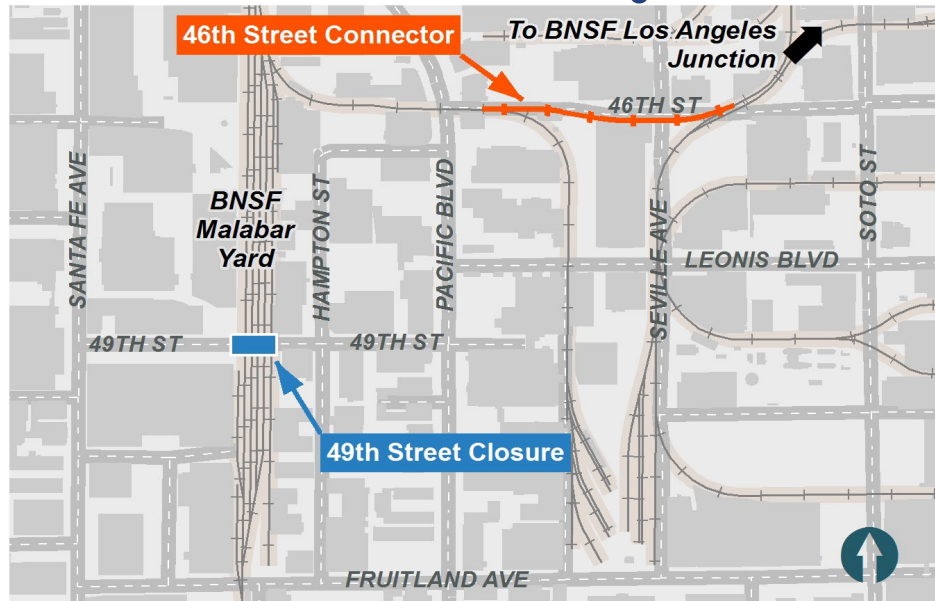
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Full Buildout Condition (Phase B) Major Components



Malabar Yard Project Overview

- Malabar Yard railroad improvements in the City of Vernon to offset the loss of storage track capacity at the BNSF West Bank Yard:
 - 49th Street Closure** – Accommodates approximately 3,350 track feet of storage capacity at the BNSF Malabar Yard
 - 46th Street Connector** – Provides a dedicated connection for freight trains serving local customers to travel between BNSF's Malabar Yard and BNSF's Los Angeles Junction



Proximity to Malabar Yard Rail Improvements (City of Vernon) to LA to A LMF Alternatives



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Adverse Impacts and Mitigation

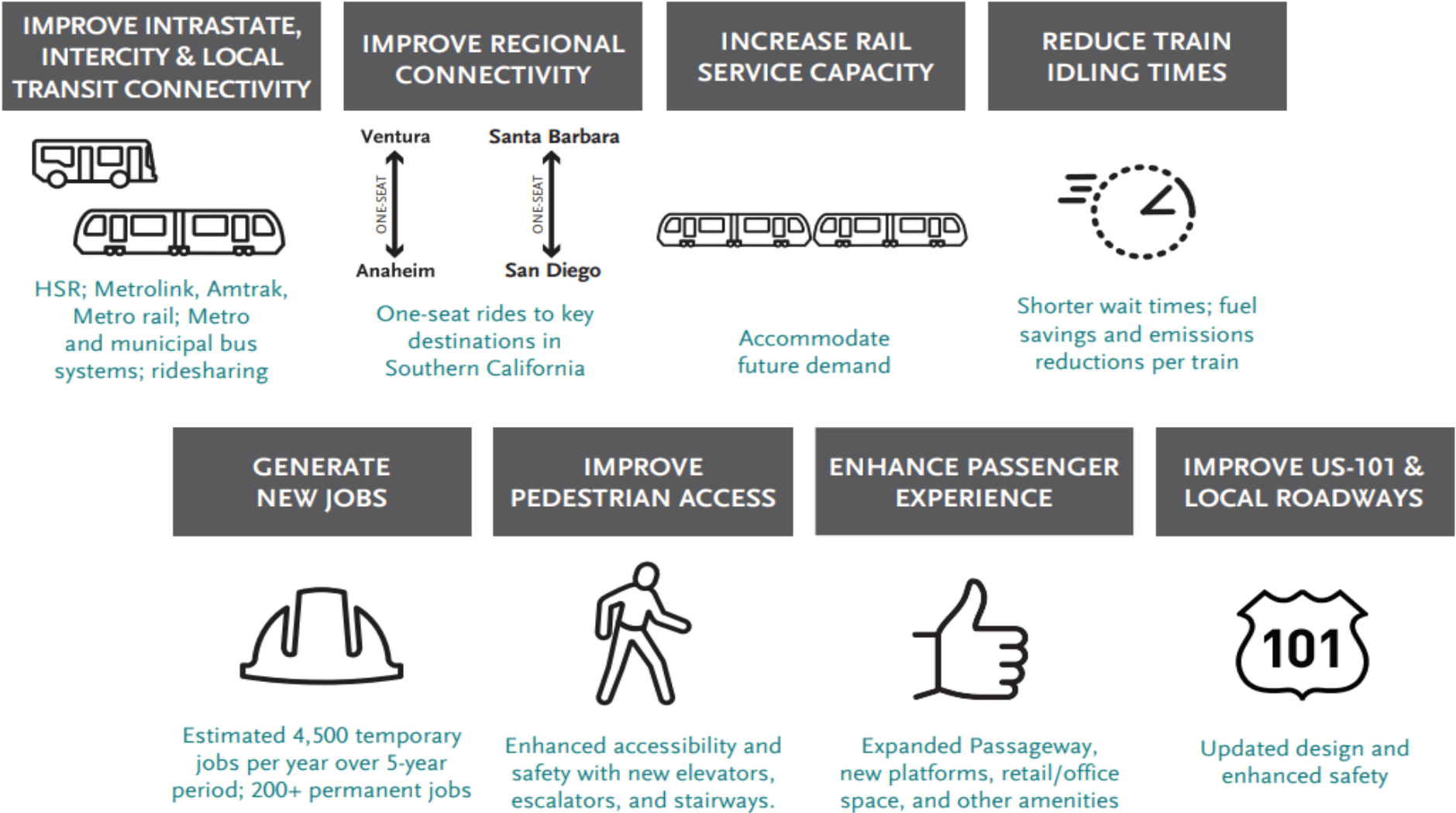
Adverse Impacts

- Noise (Construction)
- Cultural Resources, including paleontological resources
- Traffic Malabar Yard

Proposed Mitigation

- Soundwalls
- Programmatic Agreement
- Improved Traffic Control

Anticipated Project Benefits



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NEPA Process Milestones

CHSRA's Proposed Selected Alternative for the NEPA Record of Decision (ROD):

Build Alternative and Design Option

- The Build Alternative includes 10 Run-through tracks with LAUS and Malabar Yard improvements.
- The Build Alternative Design Option (8 run-through tracks) was also considered as a minor variation to reduce the magnitude and intensity of environmental effects resulting from the Build Alternative and includes Malabar Yard Railroad Improvements. The Build Alternative Design Option could be implemented as a variation to the Build Alternative.

- Authority Board Meeting November 20, 2025
- Execute Section 106 Programmatic Agreement November 2025
- Metro Board Meeting (NEPA related changes Informational Item) December 4, 2025
- Metro CEO to consider whether to sign Final EIS December 2025
- Authority CEO to consider whether to sign Combined FEIS/ROD December 2025
- Publication of Final EIS/ROD to Federal Register (Proposed) December 2025