



Link Union Station (Link US) Project

Open House and Public Hearing

July 9, 2024



Metro

Meeting Agenda

1. Purpose of the Public Hearing
2. Project History Timeline
3. Outreach Conducted Since 2016
4. Project Development Timeline
5. Project Overview
6. Draft Environmental Impact Statement/Supplemental Environmental Impact Report (EIS/SEIR) Overview
7. Next Steps

Interpretation Assistance

Via Zoom

- Click on the “Interpretation” icon
- Pick the language you would like to listen to: English, Spanish, Chinese (Mandarin), Cantonese or Japanese.

Interpretacion en español

Por Zoom

- Haga clic en el ícono "Interpretation"
- Elija el idioma que le gustaría escuchar

中文口译

通过 Zoom

- 点击“Interpretation”图标
- 选择您想听的语言。

粤语口译

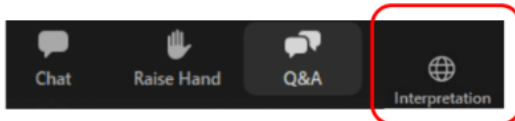
通过Zoom

- 点击传“传译”图标
- 并点选您需要听到语言。

日本語通訳

ズーム経由

- 「解釈」アイコンをクリックします。
- 聞きたい言語を選択します。



Before We Get Started

Today's meeting is being recorded.



Attendee videos are off and microphones are muted.



During the Public Hearing, for Zoom participants, verbal feedback can be submitted using the Raise Hand function. For in-person participants, verbal feedback can be submitted at one of the microphones in the aisles.

For technical support, please call (626) 637-7800.

Code of Conduct

Metro is committed to ensuring that all participants can fairly and clearly share ideas, comments and concerns about this project. To provide a safe and equitable process, we are asking for your help.

During this meeting, please:

- Respect the format of the meeting and allow everyone an opportunity to comment.
- Turn off cell phones and background noise when speaking.
- Treat fellow community members, agency representatives, Metro staff and others with respect.
- Direct all comments to Metro staff and consultants – not to other attendees.
- Maintain a conversational tone.

Non-Discrimination Policy Statement

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Purpose of the Public Hearing

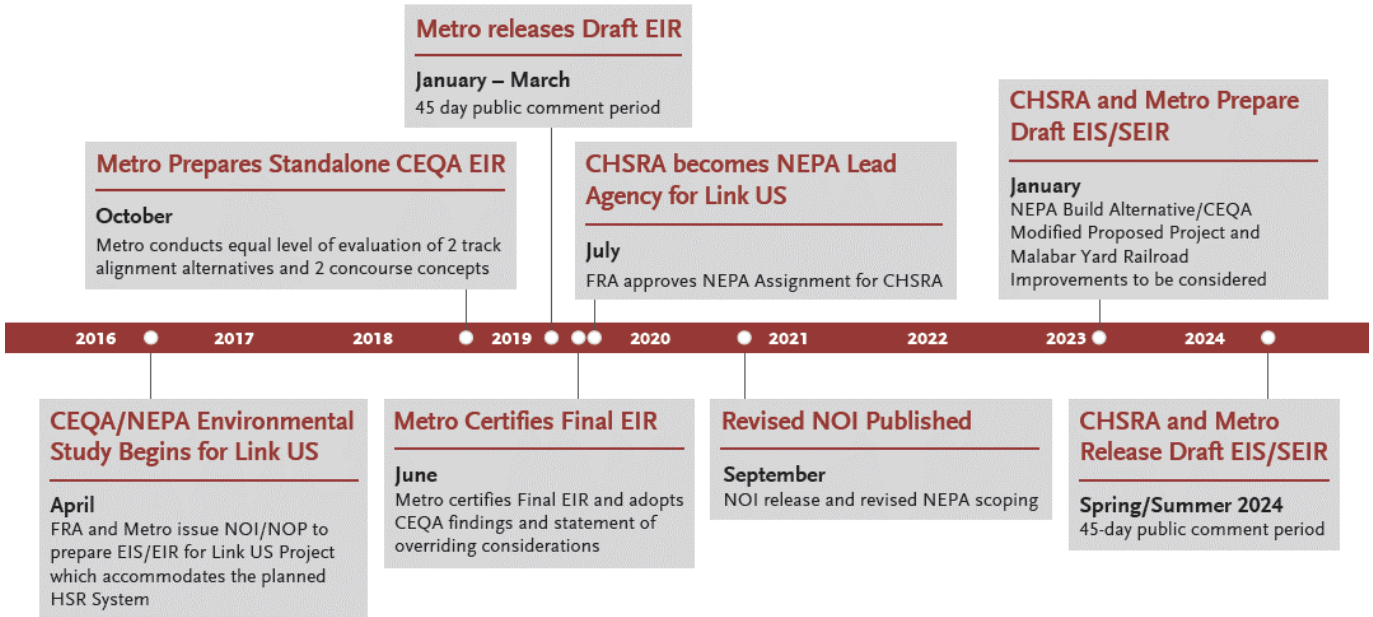
1. Information sharing on the following:

- National Environmental Policy Act/California Environmental Quality Act (NEPA/CEQA) Public Review Process for the Link US Project
- Draft EIS/SEIR Findings & Conclusions

2. Receive public input on the Link US Project

3. How to submit comments on the Draft EIS/SEIR

Project History Timeline



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

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

NEPA = National Environmental Policy Act
NOI = Notice of Intent
NOP = Notice of Preparation
SEIR = Supplemental Environmental Impact Report

Outreach Conducted Since 2016

11

Link US Public Meetings

Joint NEPA/CEQA Outreach Events

- Public Scoping Meeting (2016)
- Community Meeting (2016)
- William Mead Homes Community Workshop (2017)

CEQA Outreach Events

- LAUS Open Houses (2018 and 2019)
- Draft EIR Public Hearing (2019)
- William Mead Homes Community Meeting (2019)

NEPA Outreach Events

- Virtual Public Scoping Meeting (2020)
- Vernon Business & Industry Committee Meetings (2020 and 2021)
- Vernon Business Stakeholder Meeting (2021)



50+

Stakeholder Briefings and Public Events

100+

Social Media Posts

Mailer Notifications – 23,460 addresses

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



Email Updates – Over 23,145 contacts



- 30+ e-blasts with project updates and event presentations
- 3 e-blasts for Public Scoping Meeting (NEPA/CEQA)
- 7 e-blasts for Open Houses (CEQA)
- 6 e-blasts for Draft EIR Public Hearing (CEQA)
- 1 e-blast for the Release of the Revised NOI (NEPA)
- 4 e-blasts for the Virtual Public Scoping Meeting (NEPA)
- 4 e-blasts/follow-up phone calls for Vernon Business Stakeholder Meeting (NEPA)



Metro

Project Development Timeline

We Are Here

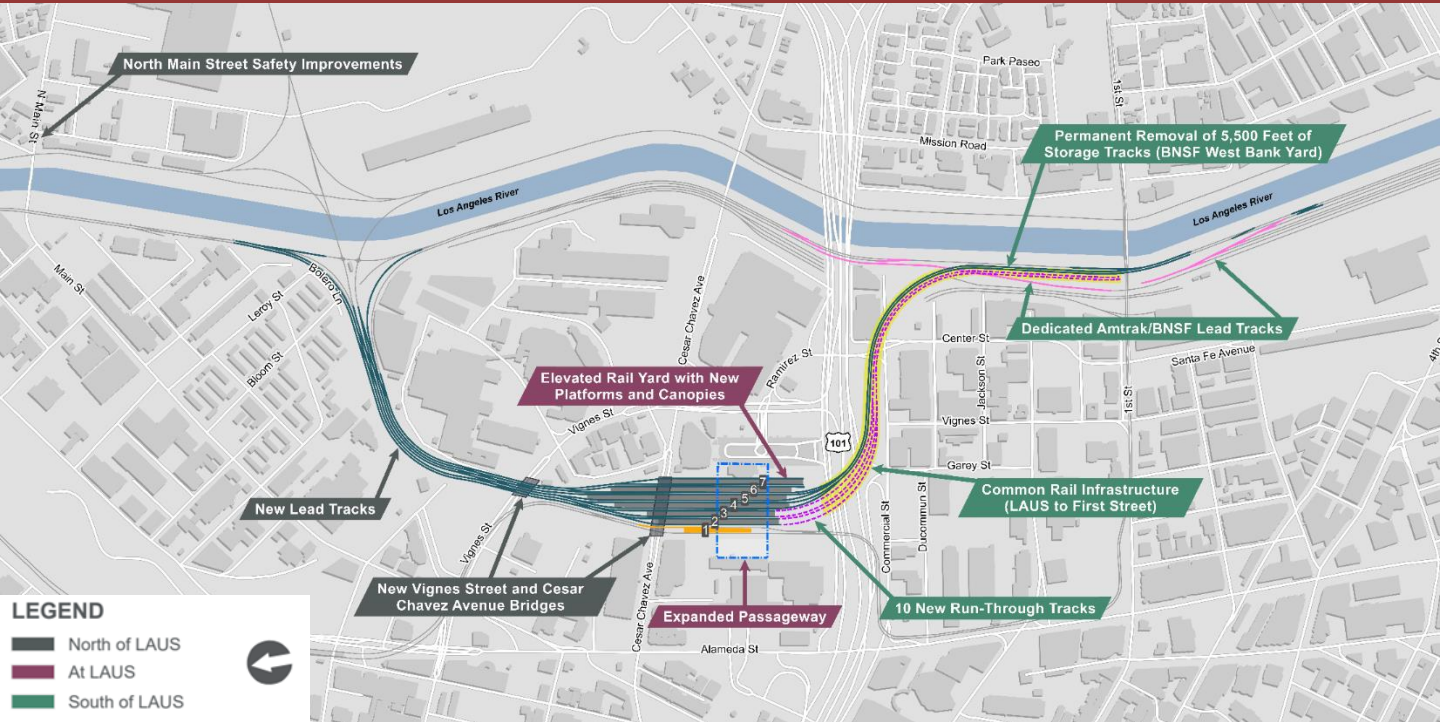


Ongoing Public Involvement within each Project Development Phase

PROJECT OVERVIEW

Project Overview

Major Project Components – Build Alternative



Project Overview

Major Project Components – Expanded Passageway

- 140-foot-wide Expanded Passageway below LAUS Rail Yard
- East and West Plazas (Canopy over West Plaza)
- Vertical Circulation Elements (stairs, escalators, and elevators)
- Transit-serving Retail Uses (up to 160,000 square feet)
- Office/Commercial Uses (up to 30,400 square feet)



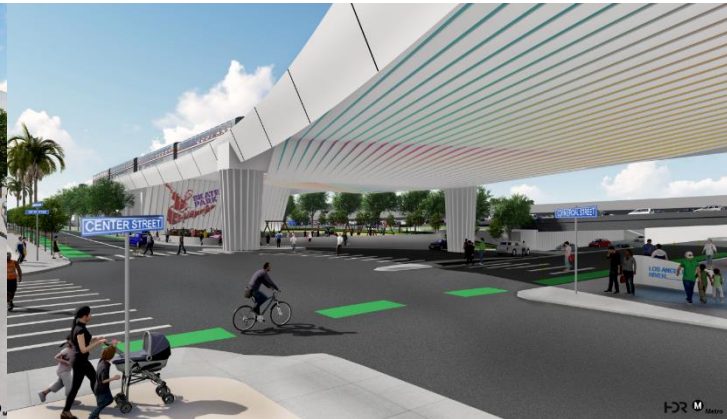
Project Overview

Major Project Components – Run-Through Tracks and Bicycle Lanes on Commercial Street

Bicycle lanes along Commercial Street



Bicycle lanes along Commercial Street and Center Street



Aesthetic Treatments and Urban Design Enhancements South of US-101 (subject to change)

Project Overview

Location of Malabar Yard Railroad Improvements (City of Vernon)

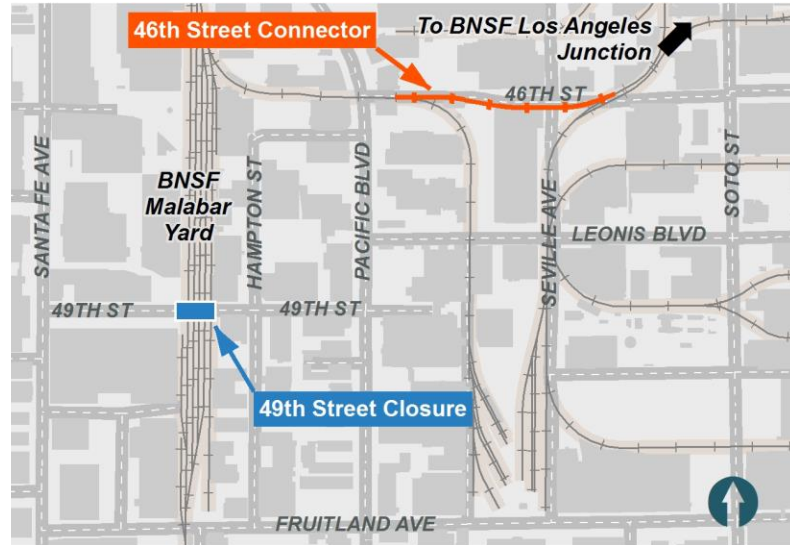


Project Overview

Malabar Yard Railroad Improvements (Proposed Mitigation for Freight Impacts)

Malabar Yard railroad improvements in the City of Vernon offset the loss of storage track capacity at the BNSF West Bank Yard:

1. **49th Street Closure** - Accommodates approximately 3,350 track feet of storage capacity at the BNSF Malabar Yard
2. **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



49th Street Closure

Design Options 1 and 2

1. Cul-de-sac (West)

- A. Modification to business driveways (north of 49th Street)
- B. Private property and emergency access to be maintained
- C. Restoration of ROW/property fence line

2. Full Closure (East)

- A. Existing buildings limit cul-de-sac design
- B. Private property and emergency access to be maintained
- C. Proposed removable bollards west of Hampton St
- D. Removal of on-street parking



Draft - 10% Preliminary Design (Concept Only)

46th Street Connector

Design Options 1 and 2

1. New 1,000-foot track connection along 46th Street
2. At-grade crossing enhancements – Pacific Blvd., Seville Ave., and 46th St.
3. New at-grade crossing – Seville Ave.



Draft - 10% Preliminary Design (Concept Only)

Project Overview

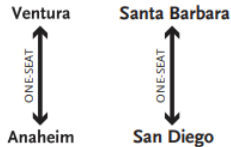
Anticipated Project Benefits - What will Link US Provide?

IMPROVE INTRASTATE, INTERCITY & LOCAL TRANSIT CONNECTIVITY



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

IMPROVE REGIONAL CONNECTIVITY



One-seat rides to key destinations in Southern California

INCREASE RAIL SERVICE CAPACITY



Accommodate future demand

REDUCE TRAIN IDLING TIMES



Shorter wait times; fuel savings and emissions reductions per train

FUTURE DEVELOPMENT



Opportunity for transit-oriented development

GENERATE NEW JOBS



Estimated 4,500 temporary jobs per year over 5-year period; 200+ permanent jobs

IMPROVE PEDESTRIAN ACCESS



Enhanced accessibility and safety with new elevators, escalators, and stairways.

ENHANCE PASSENGER EXPERIENCE



Expanded Passageway, new platforms, retail/office space, and other amenities

IMPROVE US-101 & LOCAL ROADWAYS



Updated design and enhanced safety

Project Overview

Project Phasing



Artist Rendering

Phase A

Phase B

SEGMENT 1 – THROAT AREA

SEGMENT 2 – COMMERCIAL & CENTER ST

SEGMENT 3 – VIADUCT & RUN-THROUGH

SEGMENT 4 – RAIL YARD/CONCOURSE AREA

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

1. Property acquisition
2. Utility relocation

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

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

Project Overview

Project Funding to Date

Phase A will enable regional and intercity rail trains (Metrolink and Amtrak) to realize early benefits from an interim two-track run-through configuration at LAUS.

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

Phase B is currently unfunded.

California High-Speed Rail Authority contributed **\$423 million** for Link US.

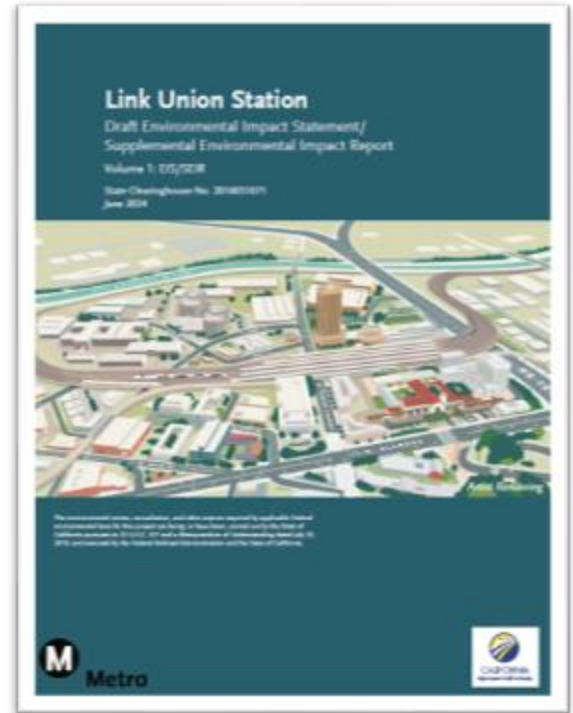
As part of the 2018 Transit and Intercity Rail Capital Program, CalSTA awarded \$875 million to Metrolink's SCORE program. Includes **\$398 million** for Link US.

DRAFT EIS/SEIR OVERVIEW

Draft EIS/SEIR Overview

NEPA EIS/CEQA SEIR Environmental Resource Chapters

- Ch. 3.2 – Land Use & Planning
- Ch. 3.3 – Transportation
- Ch. 3.4 – Visual Quality & Aesthetics
- Ch. 3.5 – Air Quality & Global Climate Change
- Ch. 3.6 – Noise & Vibration
- Ch. 3.7 – Biological & Wetland Resources
- Ch. 3.8 – Floodplains, Hydrology, & Water Quality
- Ch. 3.9 – Geology, Soils, & Seismicity
- Ch. 3.10 – Hazardous Waste & Materials
- Ch. 3.11 – Public Utilities & Energy
- Ch. 3.12 – Cultural & Paleontological Resources
- Ch. 3.13 – Economic & Fiscal Impacts
- Ch. 3.14 – Safety & Security
- Ch. 3.15 – Socioeconomics & Communities Affected
- Ch. 3.16 – Cumulative Effects
- Ch. 4.0 – Environmental Justice
- Ch. 5.0 – Section 4(f) Evaluation
- Ch. 6.0 – Other NEPA Considerations
- Ch. 7.0 – CEQA Supplemental EIR
- Ch. 8.0 – Public and Agency Outreach



Draft EIS/SEIR Overview

Determination of Effects Overview

- **No Adverse Effect**
 - Effects not considered adverse or not requiring implementation of mitigation measures
- **No Adverse Effect with Mitigation Incorporated**
 - Effects that could be reduced with implementation of applicable mitigation measures
- **Adverse Effect**
 - Effects that would remain adverse after implementation of applicable mitigation measures
- **Beneficial Effect**
 - Effects considered positive upon implementation of the Build Alternative

Draft EIS/SEIR Overview

NEPA EIS Overview of Environmental Effects - Construction

No Adverse Effect	No Adverse Effect with Mitigation Incorporated	Adverse Effect	Beneficial Effect
N/A	<ul style="list-style-type: none">• Land Use & Planning• Transportation• Visual Quality & Aesthetics• Air Quality & Global Climate Change• Biological & Wetland Resources• Floodplains, Hydrology, Water Quality• Geology, Soils, & Seismicity• Hazardous Waste & Materials• Public Utilities & Energy• Safety & Security• Socioeconomics & Communities Affected	<ul style="list-style-type: none">• Noise• Cultural & Paleontological Resources	<ul style="list-style-type: none">• Economic & Fiscal Impacts



Draft EIS/SEIR Overview

NEPA EIS Overview of Environmental Effects - Operations

No Adverse Effect	No Adverse Effect with Mitigation Incorporated	Adverse Effect	Beneficial Effect
<ul style="list-style-type: none">• Biological & Wetland Resources• Hazardous Waste & Materials• Cultural & Paleontological Resources	<ul style="list-style-type: none">• Land Use & Planning• Transportation• Visual Quality & Aesthetics• Air Quality & Global Climate Change• Noise & Vibration• Floodplains, Hydrology, Water Quality• Geology, Soils, & Seismicity• Public Utilities & Energy• Socioeconomics & Communities Affected	N/A	<ul style="list-style-type: none">• Economic & Fiscal Impacts• Safety & Security



Draft EIS/SEIR Overview

CEQA SEIR Overview

The Supplemental EIR discloses the impacts from changed circumstances that have occurred since certification of the Link US Project Final EIR (June 2019) and approval of CEQA Addendum No. 1 (October 2021):

1. BNSF West Bank Yard - Modified Proposed Project and Malabar Yard Mitigation (Project Change)
2. Hilda L. Solis Care First Village Transitional Housing Facility (Changed Environmental Setting)
3. Kelite Factory Plant No. 1 and Archaeological Site CA LAN 1575/H (Changed Environmental Setting)
4. Noise Model Calculation Assumptions (Minor Technical Adjustment)
5. Revised Mitigation Monitoring Reporting Program (Minor Updates and Refinements)

Draft EIS/SEIR Overview

CEQA SEIR Overview

Six environmental topic areas were analyzed for 4 of the 5 changed circumstances

All other potential impacts for remaining environmental topic areas listed in Appendix G of the 2023 CEQA Guidelines were adequately addressed in the 2019 Final EIR and CEQA Addendum No. 1.

Table 7.3-1. Environmental Topic Areas and Changed Circumstances¹

Environmental Topic Area	BNSF West Bank Yard (Modified Proposed Project)	Care First Village	Kelite Factory Plant No. 1 and Archaeological Site CA-LAN-1575/H	Noise Model Minor Technical Adjustment
Aesthetics		X		
Air Quality and Greenhouse Gas Emissions	X	X		
Cultural Resources			X	
Land Use and Planning	X	X		
Noise and Vibration		X		X
Transportation	X			

Notes:

¹ A full CEQA-level evaluation of the Malabar Yard railroad improvements are addressed in Section 7.6 of this SEIR. Minor updates and refinements to the MMRP are addressed in Section 7.7 of this SEIR.

Draft EIS/SEIR Overview

Preliminary Project Effects and Mitigation

Key Resource Areas

- Cultural Resources
- Visual Quality and Aesthetics
- Air Quality
- Noise and Vibration
- Transportation
- Hazardous Waste and Materials

Draft EIS/SEIR Overview

Preliminary Project Effects and Mitigation - Cultural Resources

Temporary Effects (Construction Only)

EFFECTS

1. LA Union Station

- Demolition of:
- passenger ramps, platform railings, and solid balustrades
 - butterfly shed canopies
 - pedestrian passageway
 - Cesar Chavez Avenue undercrossing
 - Car Supply building

Substantial alterations to the south retaining wall and Terminal Tower

Visual effects results from new elements with non-historic dimensions, design, and materials.

2. Vignes Street undercrossing

3. North Main Street bridge

4. Archaeological Site CA-LAN-1575/H



MITIGATION MEASURES

- Design review with State Historic Preservation Officer and City of Los Angeles
- Archival photo documentation
- Historic passenger concourse restoration
- Educational exhibits
- Prepare archaeological and built environment treatment plans
- Prepare public participation plan
- Native American and archaeological monitoring

EFFECTS AFTER MITIGATION

Archaeology: Adverse Effect

Built Environment: Adverse Effect

Operations Effects

EFFECTS

No Adverse Effect

MITIGATION MEASURES

No Mitigation Required

Draft EIS/SEIR Overview

Preliminary Project Effects and Mitigation – Visual Quality and Aesthetics

TEMPORARY EFFECTS (CONSTRUCTION ONLY)

EFFECTS

1. Light and glare effects at William Mead Homes, Mozaic Apartments, and Care First Village

MITIGATION MEASURES

1. Minimize nighttime work/direct lighting towards construction zone
No Adverse Effect with Mitigation

OPERATIONS EFFECTS

EFFECTS

1. Retaining wall/sound wall – change to visual character with construction of sound wall
2. Light and glare effects

MITIGATION MEASURES

1. Aesthetic Treatments
No Adverse Effect with Mitigation
2. Screen direct lighting/use non-reflective materials
No Adverse Effect with Mitigation



Draft EIS/SEIR Overview

Preliminary Project Effects and Mitigation – Air Quality

TEMPORARY EFFECTS (CONSTRUCTION ONLY)

EFFECTS

- 1. Pollutant emissions**
Exceeds *de minimis* level for NOx
- 2. Health risk**
Exceeds cancer risk threshold
- 3. Fugitive dust**

MITIGATION MEASURES

- 1. Use cleaner, greener Tier 4 equipment**
No Adverse Effect with Mitigation
- 2. Renewable diesel for equipment**
No Adverse Effect with Mitigation
- 3. Dust control**
No Adverse Effect with Mitigation

OPERATIONS EFFECTS

EFFECTS

- 1. Pollutant emissions**
Exceeds *de minimis* level for NOx
- 2. Health risk**
Exceeds cancer risk threshold

MITIGATION MEASURES

- 1. Annual emissions inventories from additional train movements**
No Adverse Effect with Mitigation
- 2. Implement emerging technologies such as electrified or battery-powered trains, or alternative fuel technology to reduce exhaust emissions**
No Adverse Effect with Mitigation

Draft EIS/SEIR Overview

Preliminary Project Effects and Mitigation – Noise and Vibration

Temporary Effects (Construction Only)

EFFECTS

1. Construction noise

Exceeds City's 75 dBA limit at William Mead Homes, Mozaic Apartments, Care First Village, and Metro Gateway Childhood Development Center

2. Vibration

Pile driving
Temporary vibration from heavy equipment (community annoyance)

MITIGATION MEASURES

1. Implement noise and vibration reducing construction methods

Adverse Effect Remains After Mitigation (noise)
No Adverse Effect with Mitigation (vibration)

2. Continuous noise and vibration monitoring

Adverse Effect Remains After Mitigation (noise)
No Adverse Effect with Mitigation (vibration)

3. Community notification plan

Adverse Effect Remains After Mitigation (noise)
No Adverse Effect with Mitigation (vibration)

Operations Effects

EFFECTS

1. Noise

Increased train activity (233 current trains, up to 830 future trains through LAUS)

2. Vibration

Increased train activity (233 current trains, up to 830 future trains through LAUS)

MITIGATION MEASURES

1. Noise: construct sound wall

No Adverse Effect with Mitigation

2. Vibration: no mitigation required

No Adverse Effect

Draft EIS/SEIR Overview

Preliminary Project Effects and Mitigation – Transportation (Construction)

TEMPORARY EFFECTS (CONSTRUCTION ONLY)

EFFECTS

1. Traffic delays exceeding LADOT guidelines at two intersections:
 - i Mission Road and Cesar Chavez Avenue
AM Peak: from LOS D to E
 - ii Vignes and Main Streets
PM Peak: from LOS D to F
2. Detours, access restrictions and roadway hazards
3. Temporary impact on LADOT Dash Route D bus schedule, bike/pedestrian routes and emergency response times
4. Decreased performance for rail operators at LA Union Station
5. Removal of freight storage tracks at BNSF West Bank Yard

MITIGATION MEASURES

1. Construction traffic management plan
No Adverse Effect with Mitigation
2. Closed circuit television (CCTV) cameras to monitor real-time traffic
No Adverse Effect with Mitigation
3. Rail operating agreements and temporary construction service plans
No Adverse Effect with Mitigation
4. Implement Malabar Yard Railroad Improvements in City of Vernon
No Adverse Effect with Mitigation



Draft EIS/SEIR Overview

Preliminary Project Effects and Mitigation – Transportation (Operations)

OPERATIONS EFFECTS

EFFECTS

1. Traffic delays exceeding LADOT guidelines at one intersection:
 - 1 Center and Commercial Streets
2031 2040
PM Peak: from LOS D to F from LOS D to F
2. Conflict with plans/policies that promote neighborhood connectivity
3. Operational inefficiencies for freight trains at BNSF West Bank Yard
4. Beneficial effects from enhanced transit capacity and accessibility

MITIGATION MEASURES

1. Implement bicycle lanes on Commercial Street as a Transportation Demand Management Measure to reduce trip demand
No Adverse Effect with Mitigation
2. Implement Malabar Yard Railroad Improvements in City of Vernon
No Adverse Effect with Mitigation



Draft EIS/SEIR Overview

Preliminary Project Effects and Mitigation – Hazardous Waste and Materials (Construction)

TEMPORARY EFFECTS (CONSTRUCTION ONLY)

EFFECTS

1. Potential accidental release of hazardous materials/wastes during routine transport
2. 13 Recognized Environmental Condition sites and 7 sites with land use restrictions
3. Potential to encounter contaminated soil and/or groundwater during excavation
4. Potential release of asbestos or lead during demolition

MITIGATION MEASURES

1. Prepare hazardous materials management plan
No Adverse Effect with Mitigation
2. Prepare Phase II Environmental Site Assessment
No Adverse Effect with Mitigation
3. Prepare general and parcel-specific construction soil management plans
No Adverse Effect with Mitigation
4. Prepare health and safety plans
No Adverse Effect with Mitigation
5. Halt work if potentially hazardous materials/abandoned oil wells are encountered
No Adverse Effect with Mitigation
6. Comply with City of LA Building Code methane regulations
No Adverse Effect with Mitigation
7. Pre-demolition investigation
No Adverse Effect with Mitigation

Draft EIS/SEIR Overview

Summary of Conclusions for Malabar Yard Railroad Improvements - Construction

No Adverse Effect	No Adverse Effect with Mitigation Incorporated	Adverse Effect	Beneficial Effect
<ul style="list-style-type: none">• Visual Quality & Aesthetics• Air Quality & Global Climate Change• Noise & Vibration	<ul style="list-style-type: none">• Land Use & Planning• Transportation• Biological & Wetland Resources• Floodplains, Hydrology, Water Quality• Geology, Soils, & Seismicity• Hazardous Waste & Materials• Public Utilities & Energy• Cultural & Paleontological Resources• Safety & Security• Socioeconomics & Communities Affected	N/A	<ul style="list-style-type: none">• Economic & Fiscal Impacts

Draft EIS/SEIR Overview

Summary of Conclusions for Malabar Yard Railroad Improvements - **Operations**

No Adverse Effect	No Adverse Effect with Mitigation Incorporated	Adverse Effect	Beneficial Effect
<ul style="list-style-type: none"> • Land Use & Planning • Visual Quality & Aesthetics • Noise & Vibration • Biological & Wetland Resources • Hazardous Waste & Materials • Cultural & Paleontological Resources • Economic & Fiscal Impacts • Safety & Security • Socioeconomics & Communities Affected 	<ul style="list-style-type: none"> • Floodplains, Hydrology, Water Quality • Geology, Soils, & Seismicity • Public Utilities & Energy 	<ul style="list-style-type: none"> • Transportation • Safety & Security • Socioeconomics & Communities Affected 	<ul style="list-style-type: none"> • Air Quality & Global Climate Change

NEXT STEPS

Next Steps

Environmental Review Timeline

We Are Here



**Subject to Change*

Next Steps

Repositories and Document Availability

***45-Day Public Review Period
June 21, 2024 – August 9, 2024***

Copies of Draft EIS/SEIR are available at these locations:

1. LA Central Public Library – Downtown
2. Lincoln Heights Branch Library
3. Chinatown Branch Library
4. Little Tokyo Branch Library
5. Benjamin Franklin Branch Library in Boyle Heights
6. LA Union Station/Metro Library
7. LAUS/Metro Records Management Center
8. William Mead Homes Administrative Office
9. Care First Village Administrative Office
10. Vernon City Hall
11. Electronic copy on Metro Link US website

**Formal Comment Submittal via:
Email, mail, website, comment card, court reporter**

Next Steps

How to Submit Comments on the Draft EIS/SEIR

Submit your comments via:

Public Hearing:

Project Email:

Online Comment Card:

Mail:

Comment Card or Court Reporter

linkunionstation@metro.net

linkunionstation.com

Attn: Carlos J. Montez

Deputy Executive Officer

One Gateway Plaza, MS 99-18-2

Los Angeles, CA 90012

All public comments must be received by 5:00 PM on August 9, 2024 to ensure incorporation into the Final EIS/SEIR.

Thank You – Stay Involved

Link US Contact Information

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Danielle Valentino, Metro, Community Relations Manager



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