

## Recommendation

### Consider:

- A. CERTIFYING the Final Supplemental Environmental Impact Report (Final SEIR) for the Link Union Station Project (Link US) described in Attachment A.
- B. AUTHORIZING the Chief Executive Officer (CEO) to file a Notice of Determination (NOD) with the State of California Clearinghouse, and the Los Angeles County Clerk (Attachment B).
- C. ADOPTING the following reports for Link US, in accordance with the California Environmental Quality Act:
- 1. Findings of Fact and Statement of Overriding Considerations (Attachment C).
- 2. Revised Mitigation Monitoring and Reporting Plan. (Attachment D).

# Project Scope

- Converts LAUS from stub-end to run-through station
- Enables one-seat rides for Northbound and Southbound run-thru service
- Includes:
  - 8 new run-through tracks
  - Expanded pedestrian passageway
  - Acquisition of BNSF West Bank Yard
  - Off-site mitigation at Malabar Yard, Vernon

# Key Changes in the Final SEIR

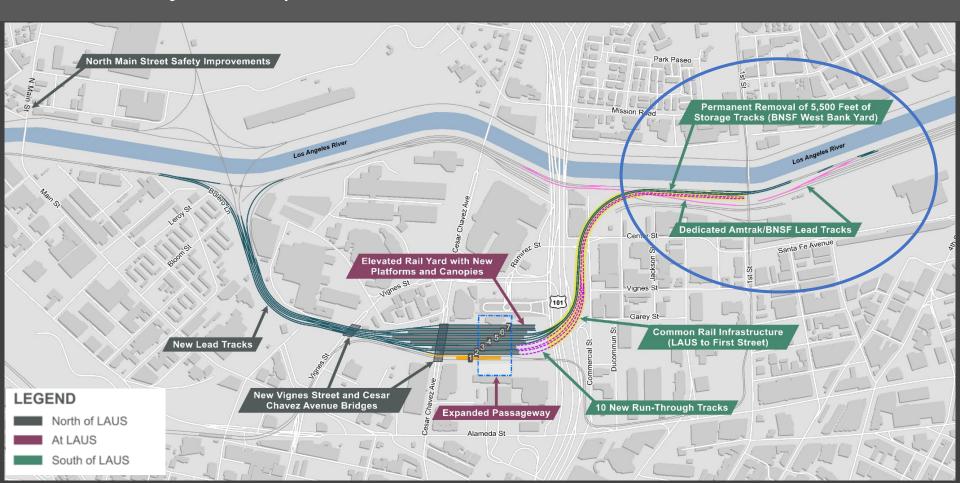
### Design & Scope Refinements:

- Preserve the Vignes Street Bridge replacement
- Reduction in elevated platforms (6  $\rightarrow$  4)
- Simplified run-through track viaduct (205 ft  $\rightarrow$  75 ft)

### • Environmental/Community Benefits:

- Delivering early soundwall abatement for William Mead Homes
- Providing enhanced support and mitigation for city of Vernon
- Advancing construction impact solutions to Little Tokyo and Los Angeles River Artists & Business Association (LARABA) communities
- Bringing early mobility and access improvements to LA Union Station (LAUS)

### Link US Project Components



## **Community Engagement**

Resulting in \$24,564,000 worth of improvements to the City of Vernon



12 Property Owner Meetings



13 City of Vernon Workshops



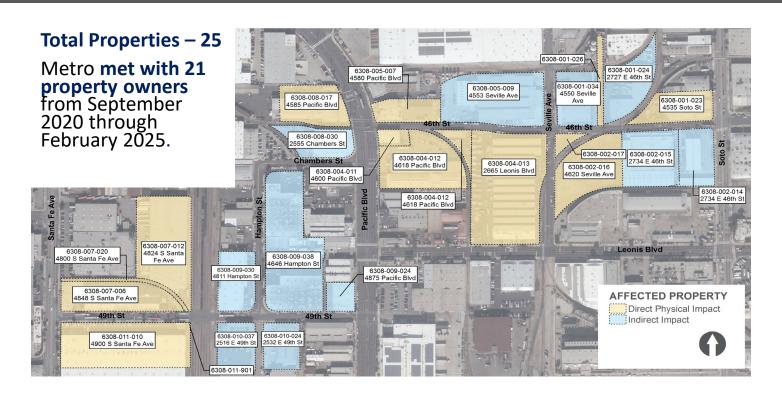
14 Stakeholder Meetings



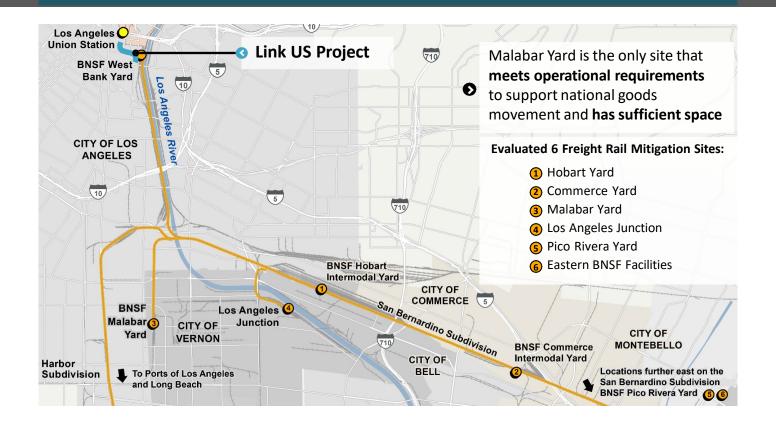
**3** Scoping Meeting/Public Hearing/Community Meeting



### **Property Owner & Business Stakeholder Engagement**



# Mitigation Sites Considered



### Mitigation Sites Considered

### **Criteria for Selection**

- 1. Proximity to Hobart Yard
- 2. Efficiency of Freight Operations
- 3. Availability of Storage Space
- 4. Traffic Impacts
- 5. Property Impacts
- 6. Industrial Land Use



## Mitigation Sites Considered

#### 6 Sites were Reviewed

# Malabar Yard is the site that best met the criteria:

- Proximity to Hobart Yard
- Efficiency of Freight Operations
- Availability of Storage Space
- Improved Traffic Circulation at Pacific Blvd and throughout Vernon
- Least Property Impacts
- Industrial Land Use

### Hobart Yard, Commerce Yard, and Los Angeles Junction <u>had several</u> <u>drawbacks</u>:

- Limited Availability of Storage Space
- Inefficiency of Freight Operations (LAJ)
- More Property Impacts

### Pico Rivera Yard and Eastern BNSF Facilities had several drawbacks:

- Not in Proximity to Hobart Yard
- Inefficiency of Freight Operations
- Mixed Land Use

## Vernon Benefits & Additional Mitigation

Working to Support the City's Long-term Vision



#### Reduced Train Impacts

3.5 Fewer daily trains

**Decreased** local emissions

Minimized traffic delays

Reduced Train Crossing Blockage 32-minute circulation improvement

Faster Emergency
Response
5-minute Improvement



## **Expanded Emergency Response System**

**Optimized**emergency response time & routing

4 locations
with train detection
cameras
for at-grade crossings

Upgraded communications & radio-systems

**New** mobile Emergency Operations Center



## **Enhanced Community Features**

High visibility crosswalk at Vernon Elementary

**7 crosswalks** improved for visibility

25 new bus shelters

Quiet Zone support near planned development

Grant support for Metro Transit Oriented Communities



#### Improved Traffic Control

Road restriping to maintain traffic flow

Al-based traffic control system

**5 locations** with pan-tilt-zoom smart cameras, software & screens

## **Additional Community Mitigations**

#### Train Detection Cameras - 4 locations

- 1. 37th Street
- 2. 38th Street
- 3. Pacific Boulevard
- 4. Vernon Avenue \*

#### **Mobile Emergency Operations Center (EOC) \***

Mobile EOC to be used during emergencies or if central EOC is shut down

#### Communications & Radio-Systems Upgrade \*

New cameras, dispatch, radios & antennae enables ability for all departments to communicate (PD, PUD, PW LA County Fire)

#### AI-Based Traffic Control System (Traffic Upgrades) \*

47 transportation controllers (locations specified by City)

#### PTZ Smart Cameras, Software & Screens – 5 locations

- 1. Downey Road at Bandini Boulevard \*
- 2. 25th Street at Santa Fe Avenue \*
- 3. Fruitland Avenue at Malabar Street \*
- 4. Vernon Avenue at Santa Fe Avenue \*
- 5. Pacific Boulevard at Santa Fe Avenue \*

#### **Bus Shelters - 25 locations**

- 1. 5 locations
- 2. 20 additional locations \*

#### High Visibility Crosswalk - 1 location

- 1. Santa Fe Avenue (Vernon City School)
- Cool Street Paving \*

#### Crosswalk Improvements (Restriping) – 7 locations

- 1. Santa Fe Avenue/37th Street
- 2. Santa Fe Avenue/38th Street
- 3. Santa Fe Avenue/Vernon Avenue
- 4. Santa Fe Avenue/Pacific Boulevard
- 5. Santa Fe Avenue/Fruitland Avenue
- 6. 46th Street/Pacific Boulevard
- 7. 46th Street/Seville Avenue
- Cool Street Paving (7 locations) \*

#### **Quiet Zone Infrastructure – 5 locations**

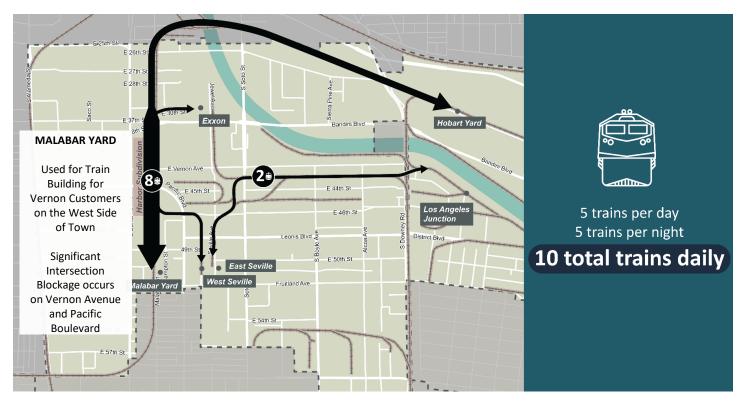
- 37th Street
- 2. 38th Street
- 3. Vernon Avenue
- 4. Pacific Boulevard
- 5. 49th Street
- MOU to support regulatory process \*

#### Metro Transit-Oriented Communities (TOC) Program Support

- 1. Technical Assistance
- 2. Grant Writing Assistance

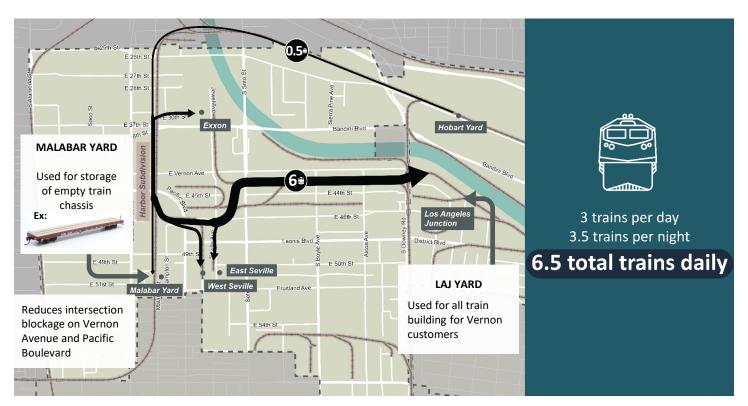
<sup>\*</sup> Additional Community Mitigations requested by City of Vernon

### **Existing Train Movements in Vernon**



Length of trains in existing & proposed condition could be up to **3,000 feet** long
All Goods Movement support Businesses in the City of Vernon

### **Proposed Train Movements in Vernon**



Length of trains in existing & proposed condition would be up to **3,000 feet** long All Goods Movement supports Businesses in the City of Vernon

