



Link Union Station (Link US) Project

Final SEIR Certification

File ID #2025-0805

Planning & Programming Committee October 2025

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

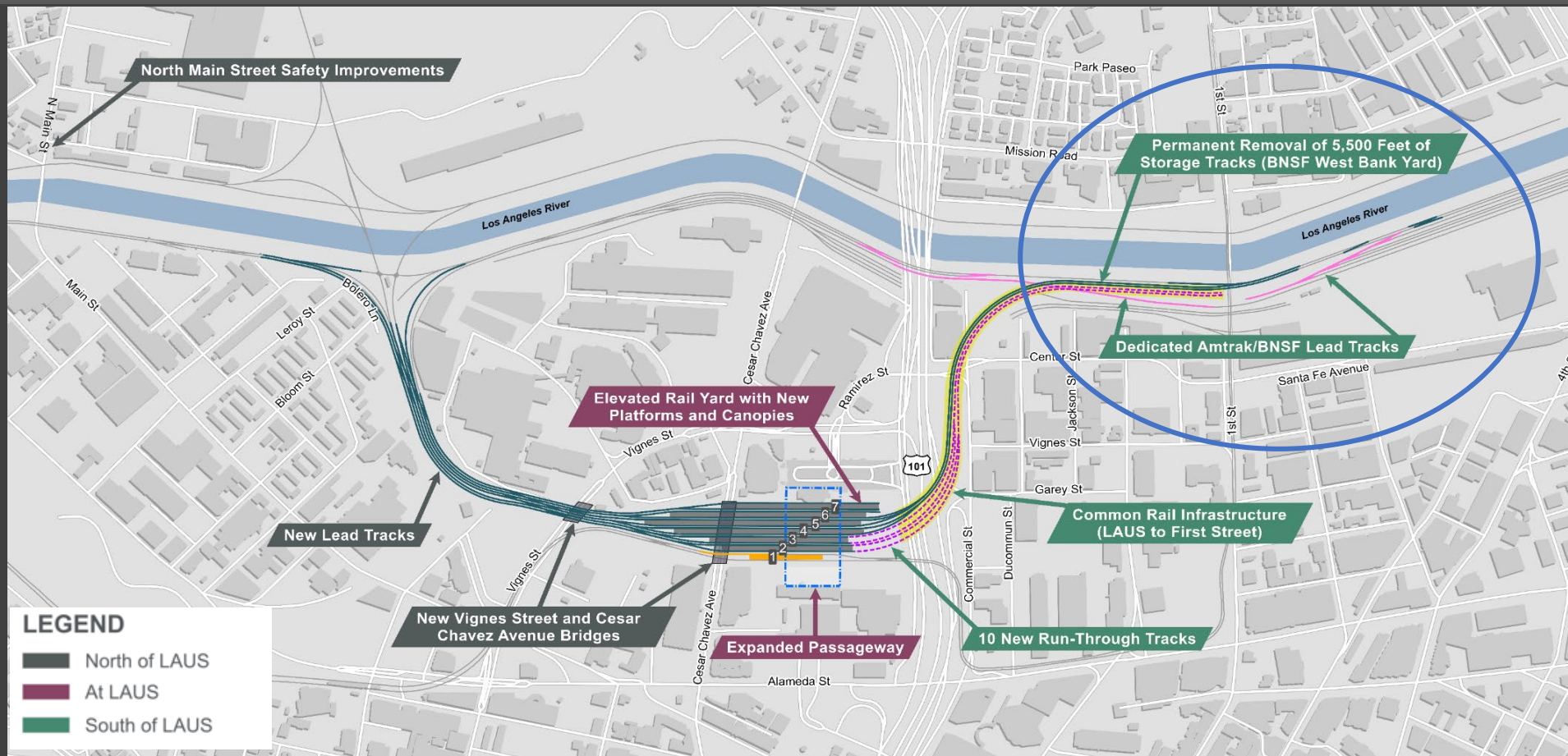
- **Design & Scope Refinements:**

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



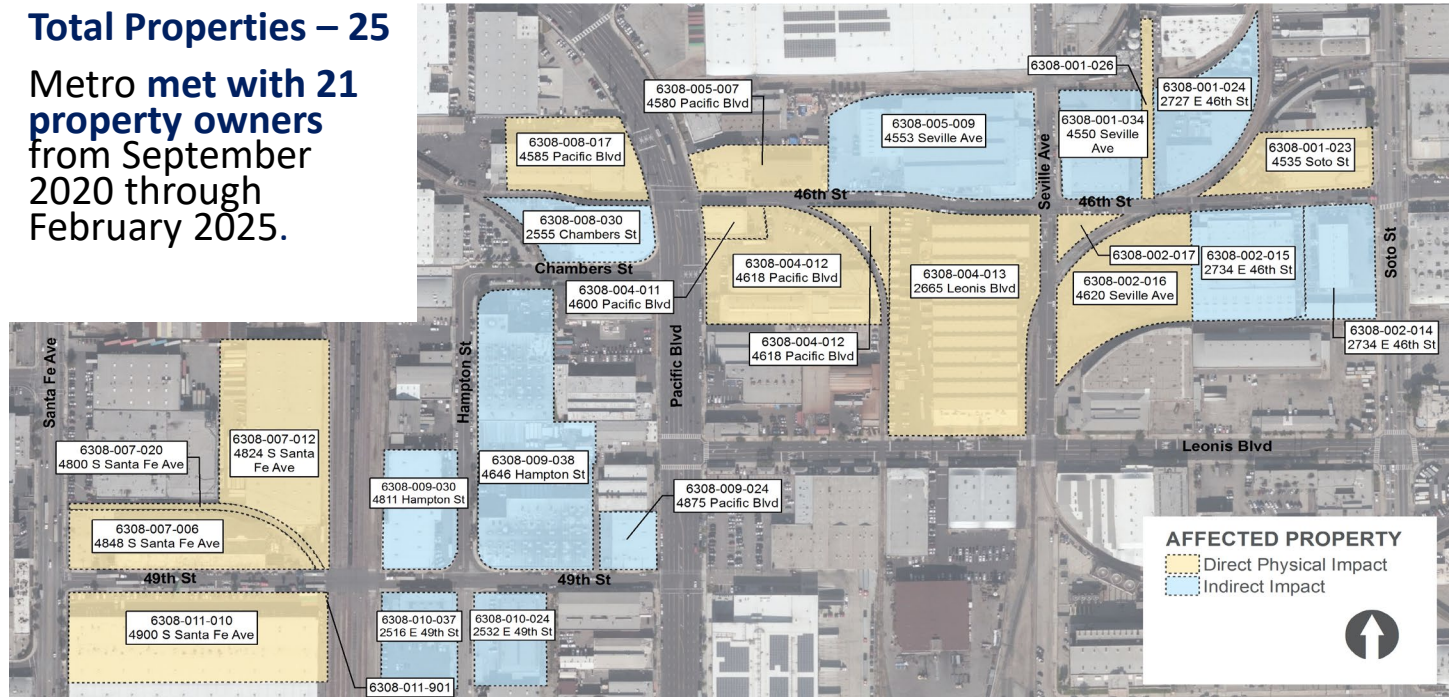
3 Scoping Meeting/Public
Hearing/Community Meeting



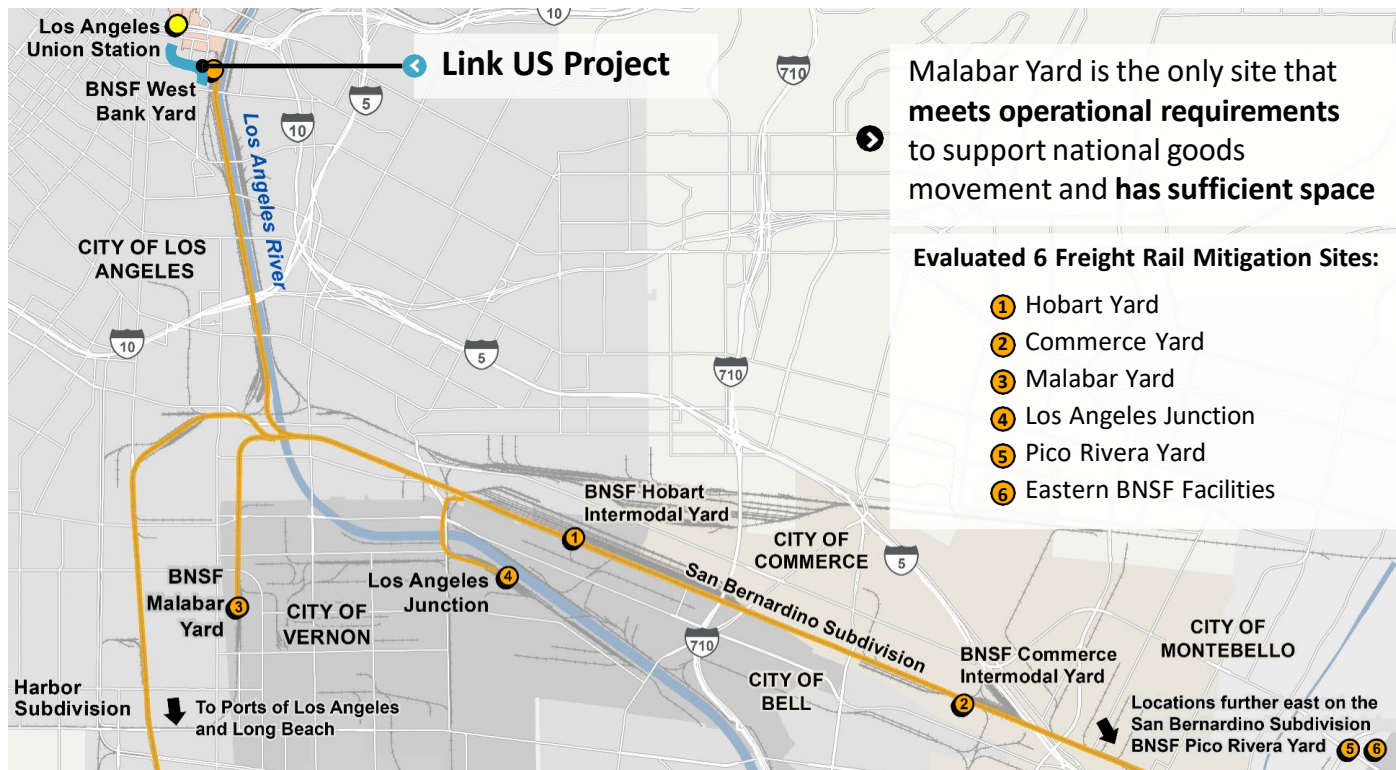
Property Owner & Business Stakeholder Engagement

Total Properties – 25

**Metro met with 21
property owners**
from September
2020 through
February 2025.



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 had several drawbacks:

- 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

AI-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

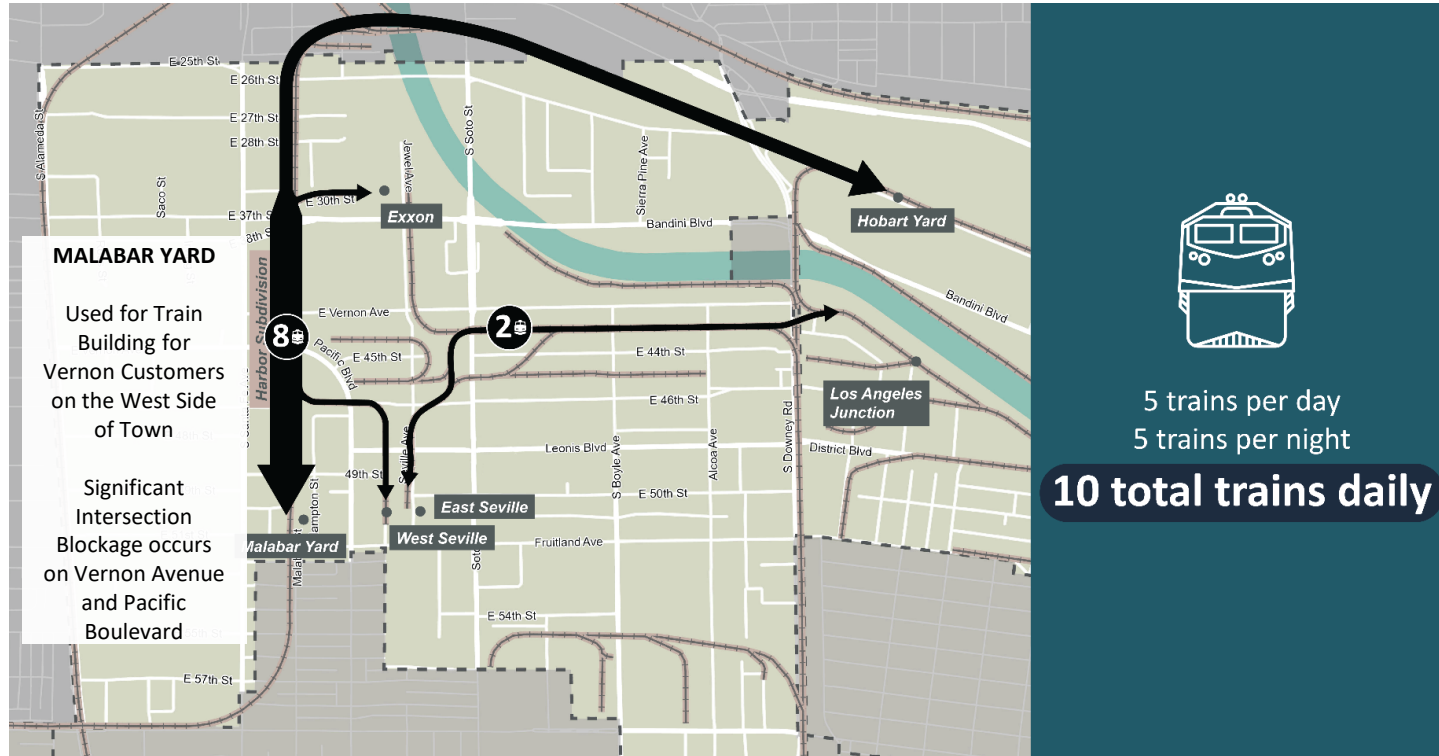
1. 37th Street
2. 38th Street
3. Vernon Avenue
4. Pacific Boulevard
5. 49th Street
 - MOU to support regulatory process *

Metro Transit-Oriented Communities (TOC) Program Support

1. Technical Assistance
2. Grant Writing Assistance

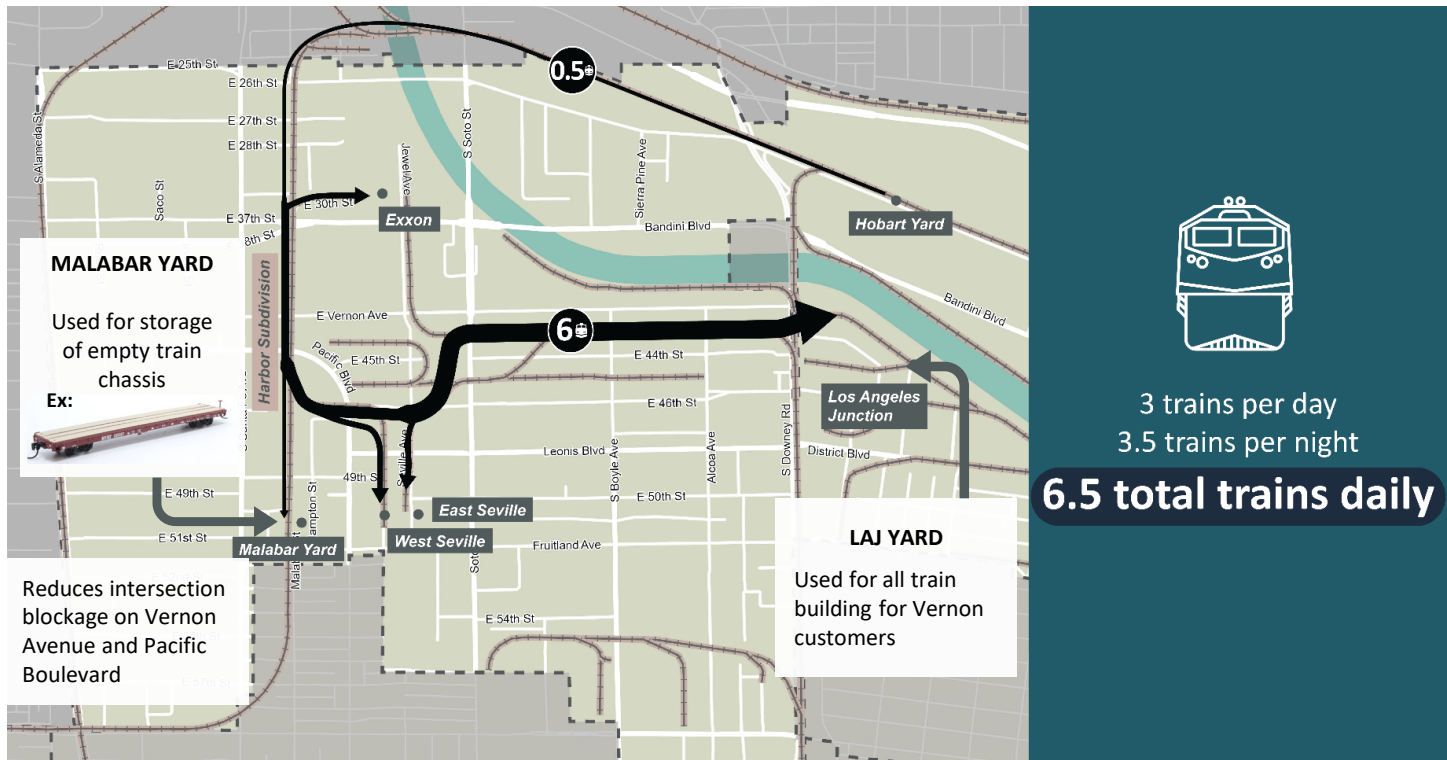
** Additional Community Mitigations requested by City of Vernon*

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

Citywide Circulation Benefits at Malabar Yard

