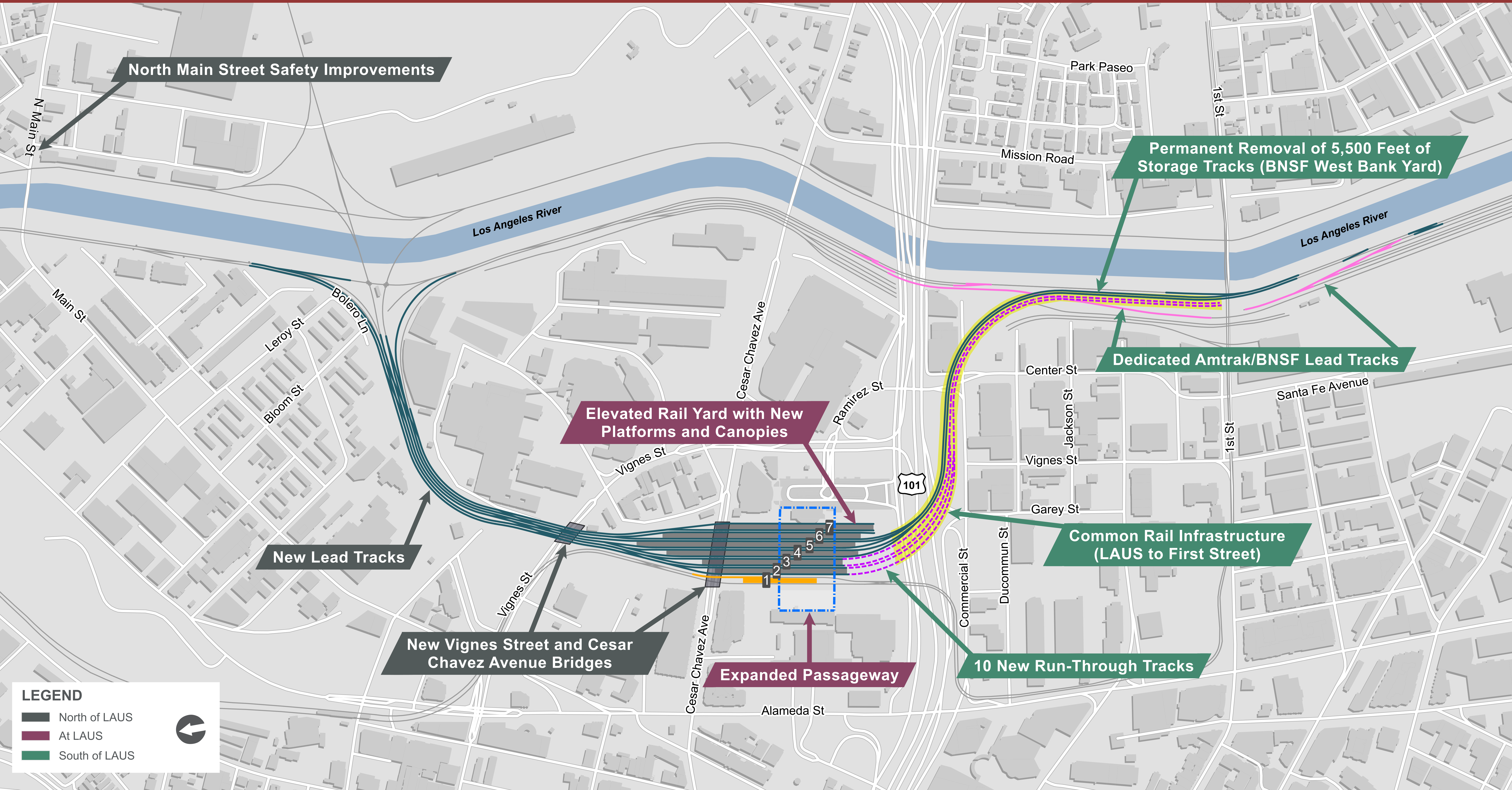


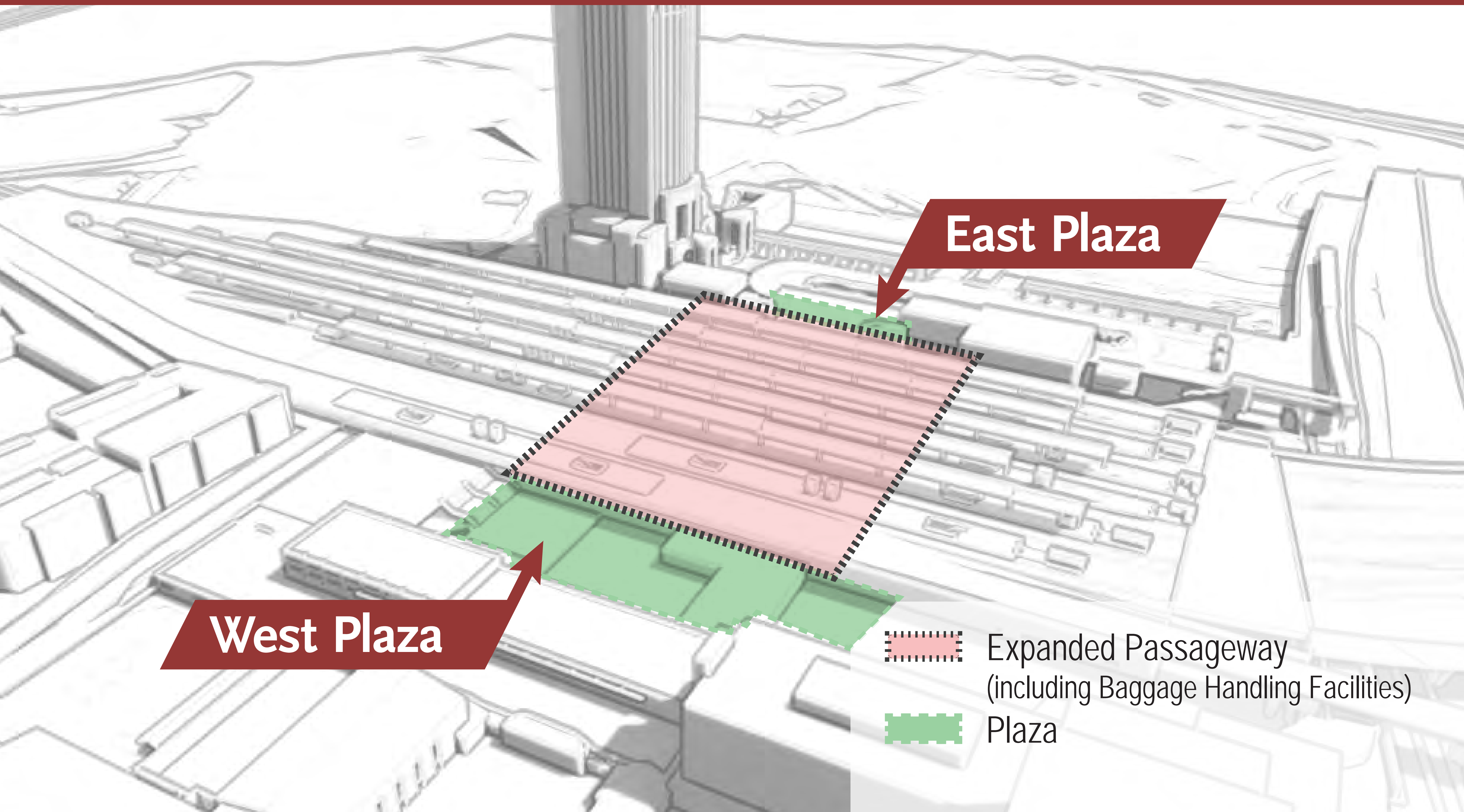
Link Union Station Project

Major Project Components



Link Union Station Project

Expanded Passageway



Baggage Handling

Baggage pickup/drop off would occur at the East and West Plazas and baggage pick up would occur at a central location within the Expanded Passageway

Operations & Maintenance

Maintenance of approximately 246,000 square feet (West Plaza, East Plaza, Expanded Passageway & Baggage Handling Facilities)

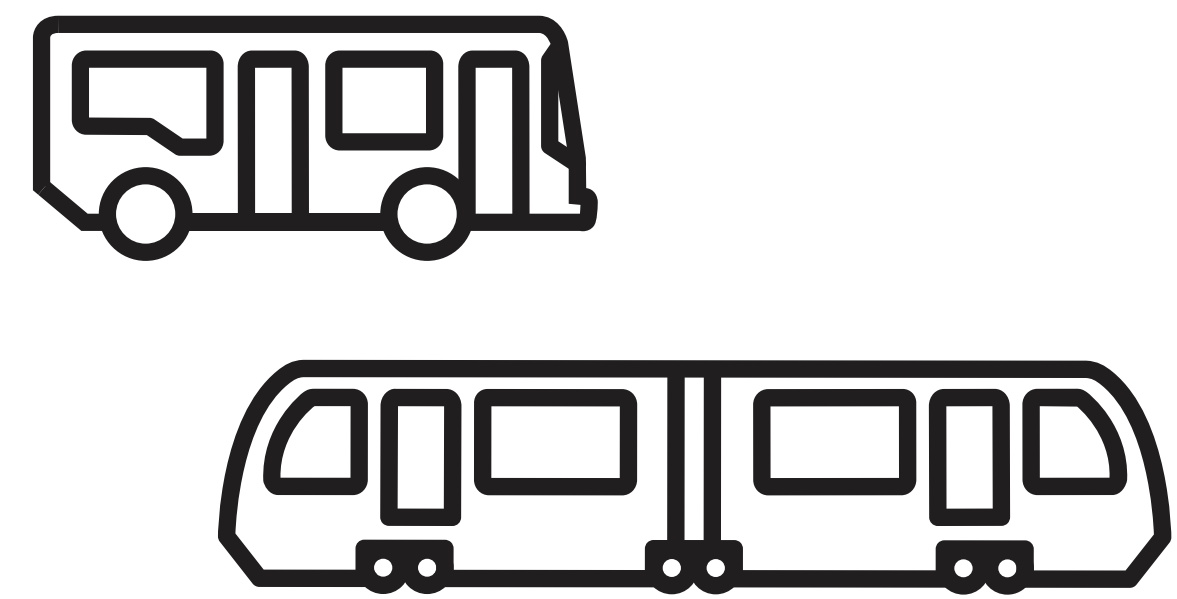
Impacts to the Metro L Line (Gold)

L Line (Gold) service would be temporarily relocated during construction

Link Union Station Project

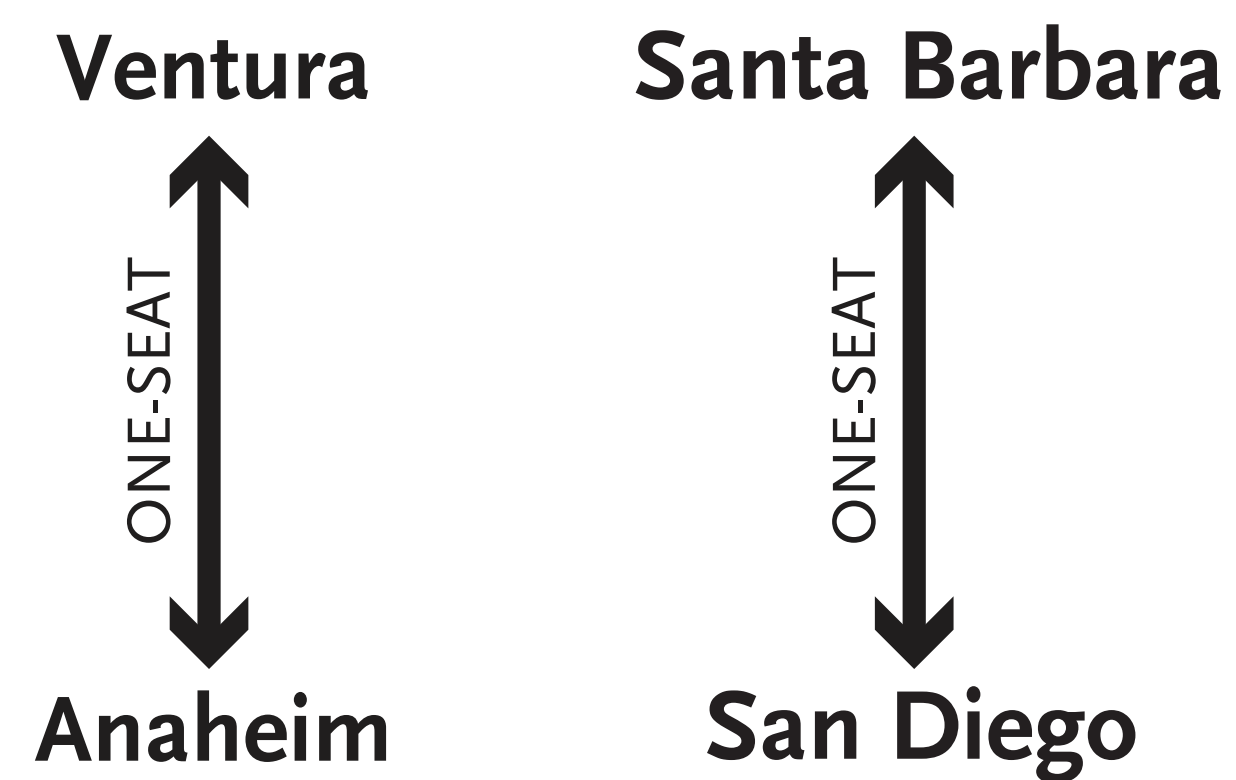
Anticipated Project Benefits

IMPROVE INTRASTATE,
INTERCITY & LOCAL
TRANSIT CONNECTIVITY



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

IMPROVE REGIONAL
CONNECTIVITY



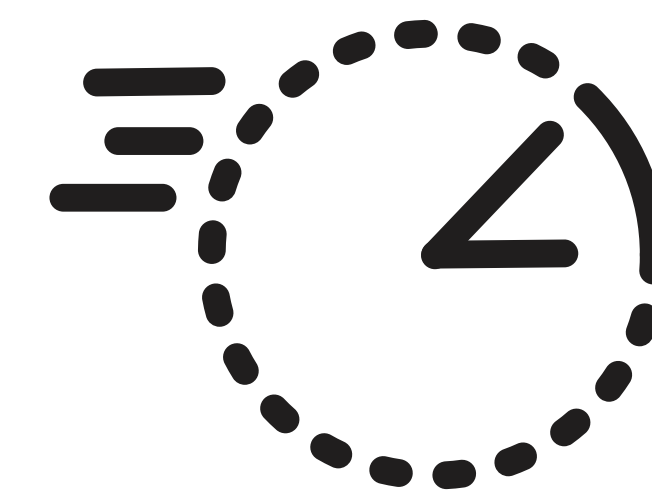
One-seat rides to key
destinations in
Southern California

INCREASE RAIL
SERVICE CAPACITY



Accommodate
future demand

REDUCE TRAIN
IDLING TIMES



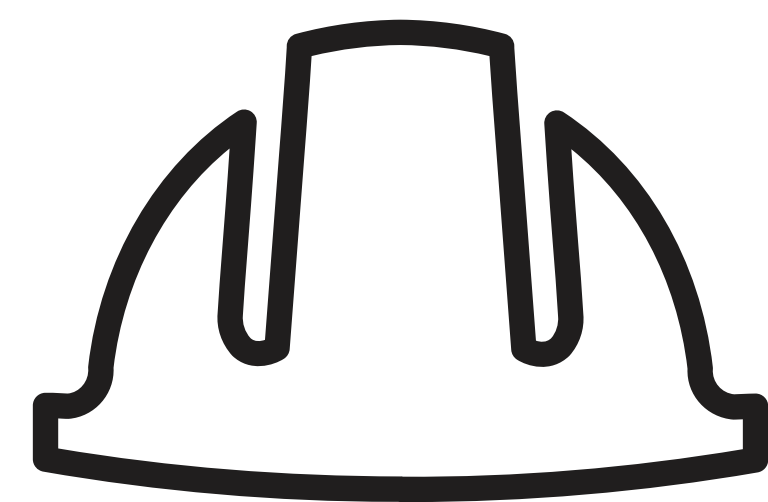
Shorter wait times; fuel
savings and emissions
reductions per train

FUTURE
DEVELOPMENT



Opportunity for
transit-oriented
development

GENERATE
NEW JOBS



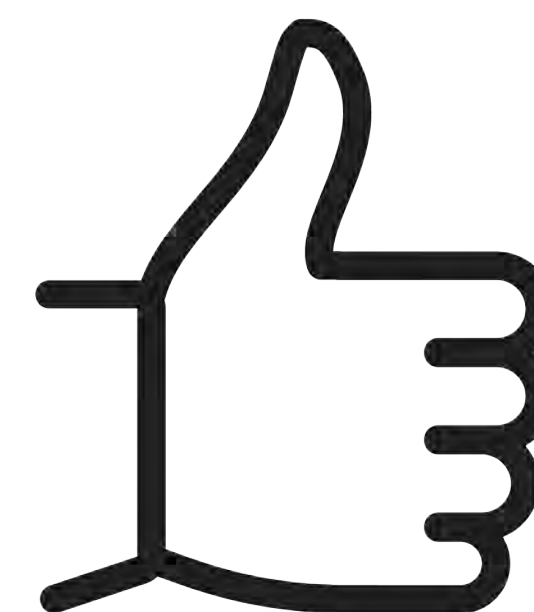
Estimated 4,500 temporary
jobs per year over 5-year
period; 200+ permanent jobs

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

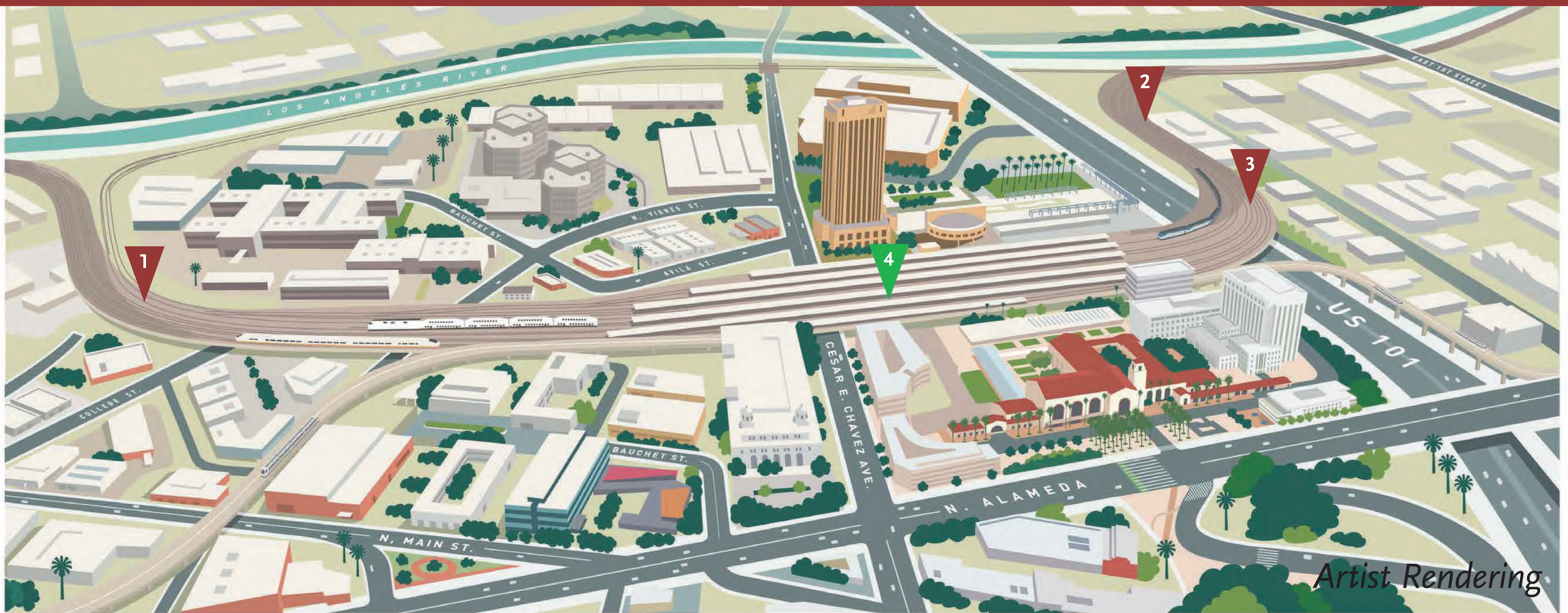
IMPROVE US-101 &
LOCAL ROADWAYS



Updated design and
enhanced safety

Link Union Station Project

Phasing and Funding Plan



Phase A

SEGMENT 1 – THROAT AREA

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

SEGMENT 2 – COMMERCIAL & CENTER ST

1. Property acquisition
2. Utility relocation

SEGMENT 3 – VIADUCT & RUN-THROUGH

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

Phase B

SEGMENT 4 – RAIL YARD/CONCOURSE AREA

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)

Phase A will enable commuter (Metrolink) and intercity (Amtrak) rail trains to utilize an interim two-track, run-through configuration at LAUS. Phase B is currently unfunded.

Preliminary Cost Estimate*

Estimated total project cost approximately \$2.3 billion

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

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.

Link Union Station Project

Outreach Conducted Since 2016

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15

Link US Public Meetings

Joint NEPA/CEQA Outreach Events

- Public Scoping Meeting (2016)
- Community Meeting (2016)
- William Mead Homes Community Workshop (2017 & 2024)
- Draft EIR/SEIR Open House & Public Hearing (2024)
- Vernon Community Open House (2025)

CEQA Outreach Events

- LAUS Open Houses (2018 & 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, 2021, May 2024)
- Vernon Business Stakeholder Meeting (2021)
- Open House & Public Hearing (Summer 2024)



70+

Stakeholder Briefings and Public Events

100+

Social Media Posts

Mailer Notifications – 25,000+ addresses

- Public Scoping Mailers (NEPA/CEQA)
- Public Hearing Mailers (CEQA)
- Open House & Public Hearing Mailers (NEPA/CEQA)



Email Updates – Over 25,000+ contacts

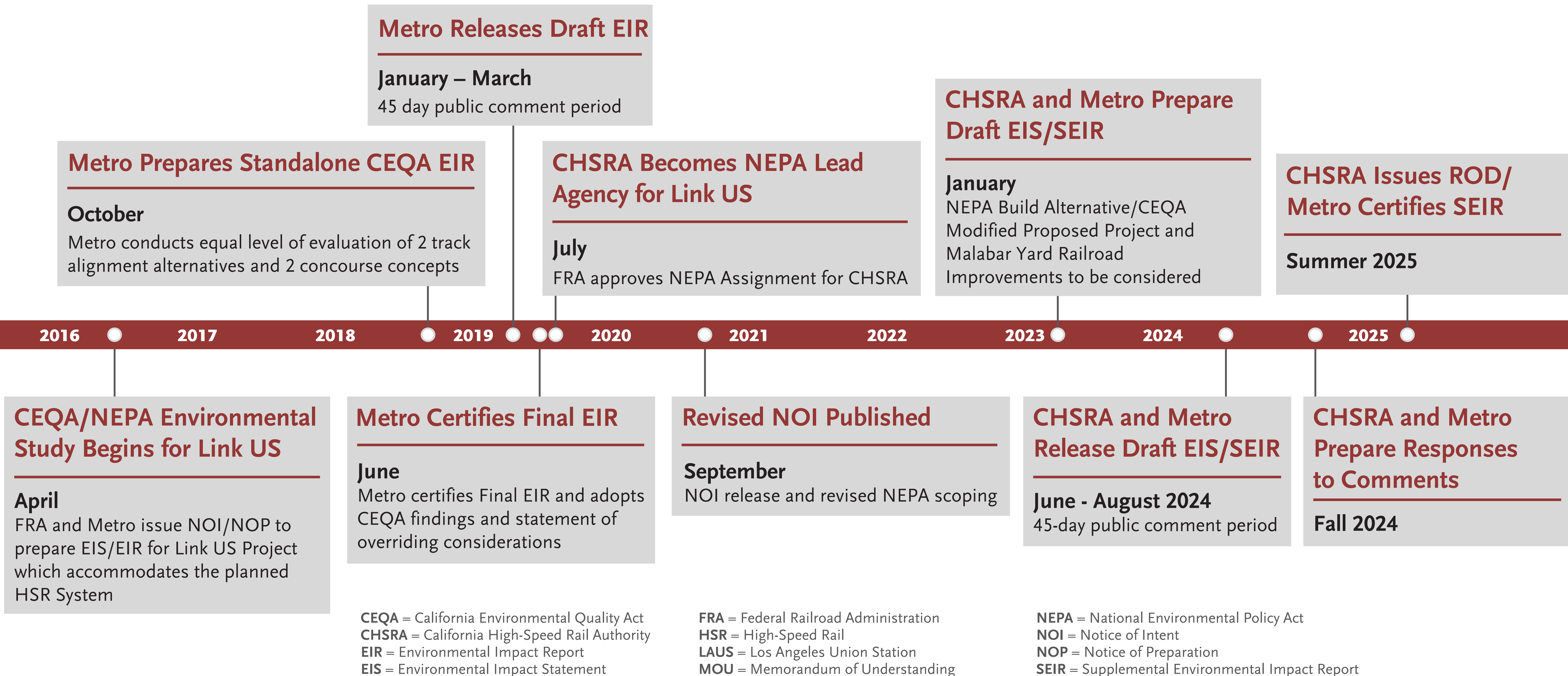
- 30+ e-blasts with project updates and event presentations
- 3 e-blasts for Public Scoping Meeting (NEPA/CEQA)
- 7 e-blasts for Open Houses (CEQA)
- 6 e-blasts for Draft EIR Public Hearing (CEQA)
- 1 e-blast for the Release of the Revised NOI (NEPA)
- 4 e-blasts for the Virtual Public Scoping Meeting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



Link Union Station Project

Project History

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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



Link Union Station Project

Key Environmental Review Milestones

We Are Here

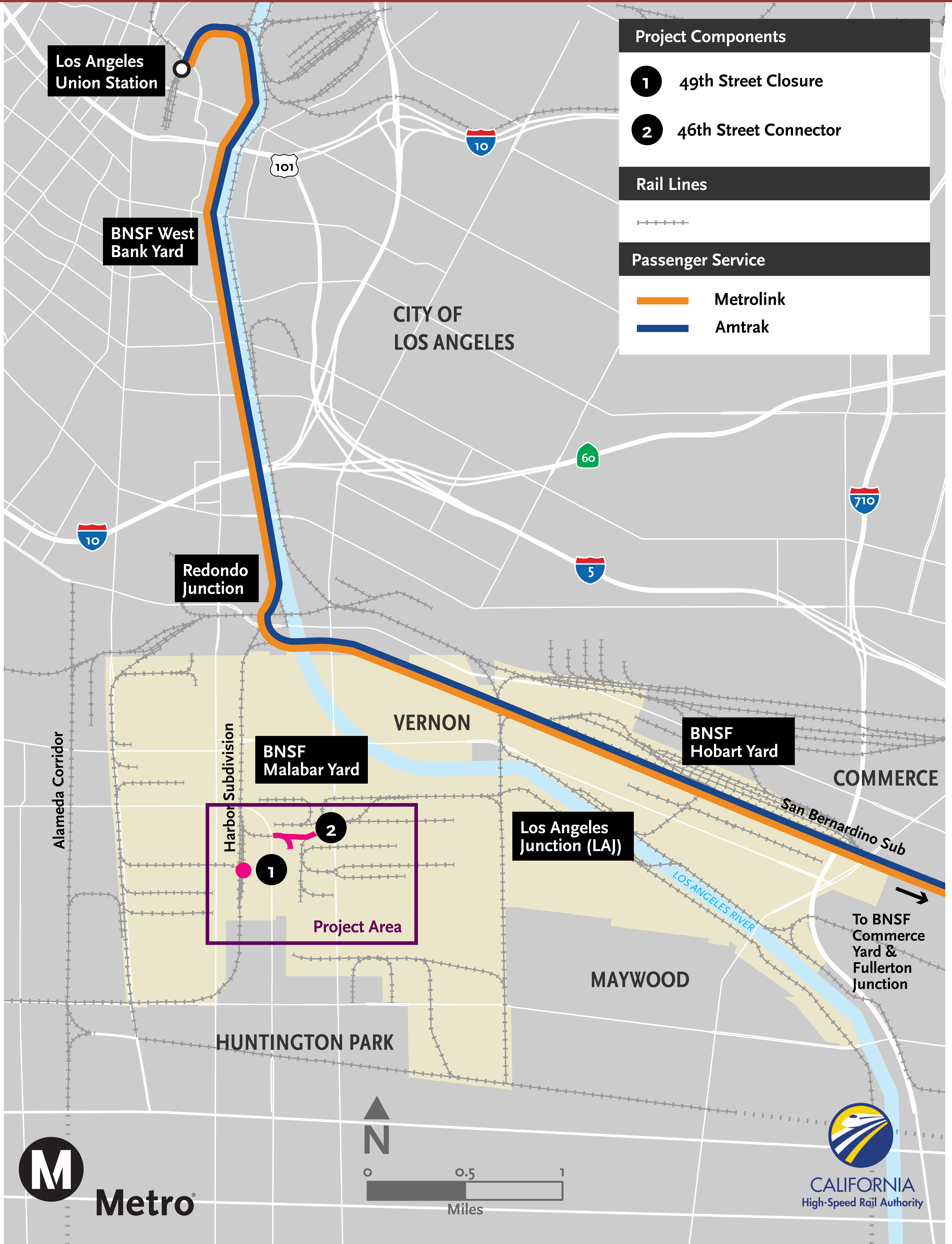


Ongoing Public Involvement within Each Stage

**Subject to Change*

Link Union Station Project

Malabar Yard Railroad Improvements Overview



Railroad Improvements

49th Street Closure Design Options 1 and 2

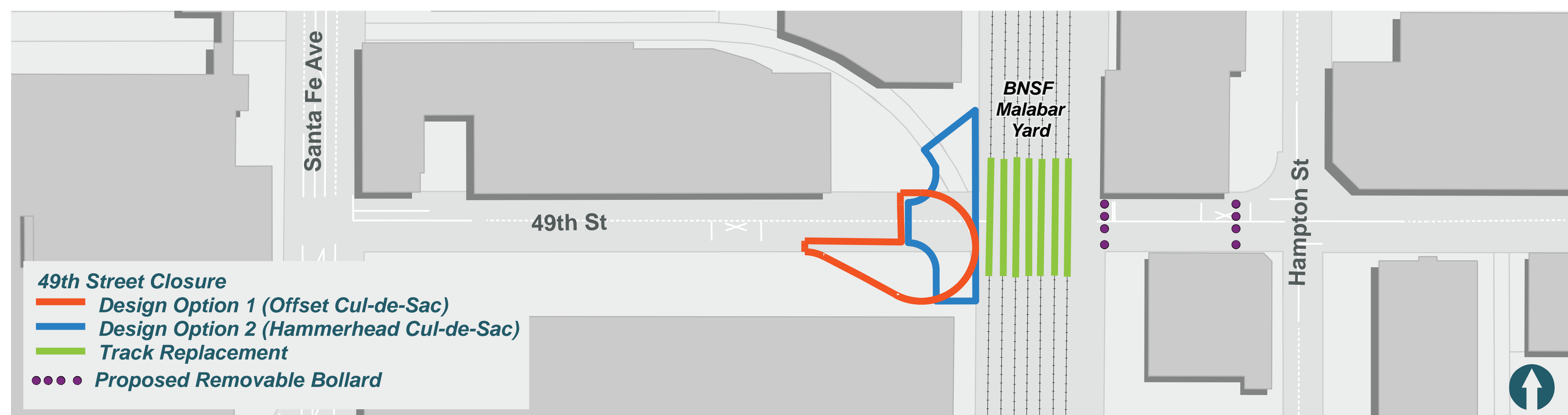
Design Options 1 and 2

1. Cul-de-sac (West)

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

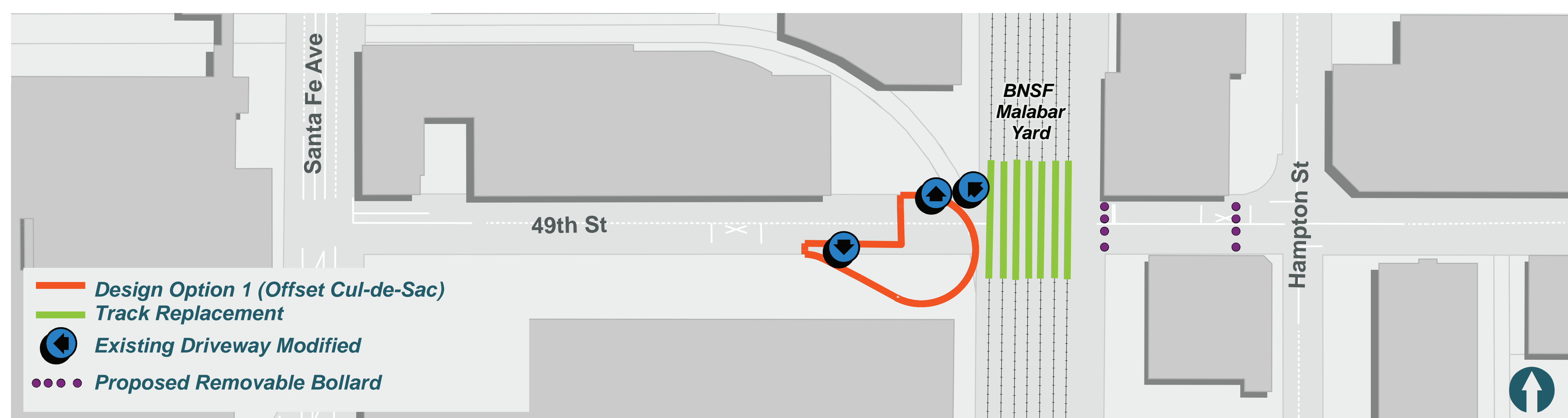
1. Full Closure (East)

- 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



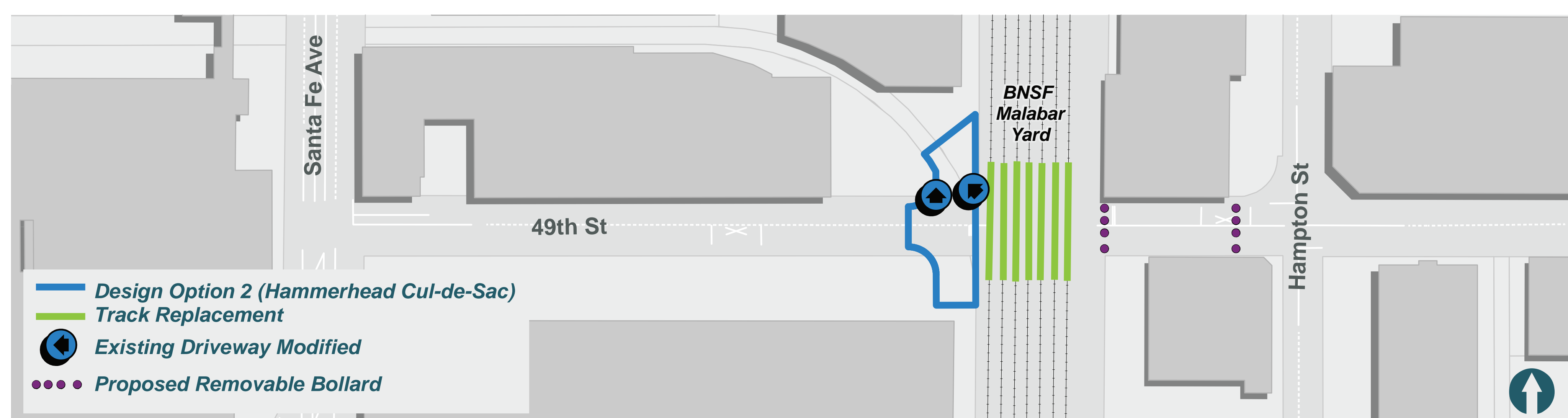
Draft — 10% Preliminary Design (Concept Only)

Design Option 1: Offset Cul-de-Sac



Draft — 10% Preliminary Design (Concept Only)

Design Option 2: Hammerhead Cul-de-Sac



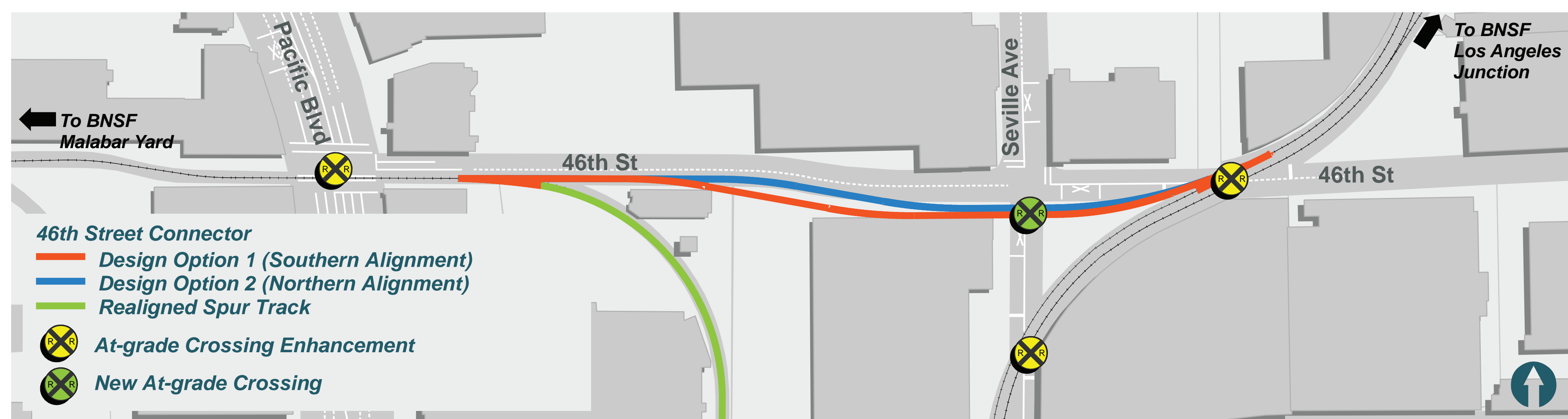
Draft — 10% Preliminary Design (Concept Only)

Malabar Yard Railroad Improvements

46th Street Connector — Design Options 1 and 2

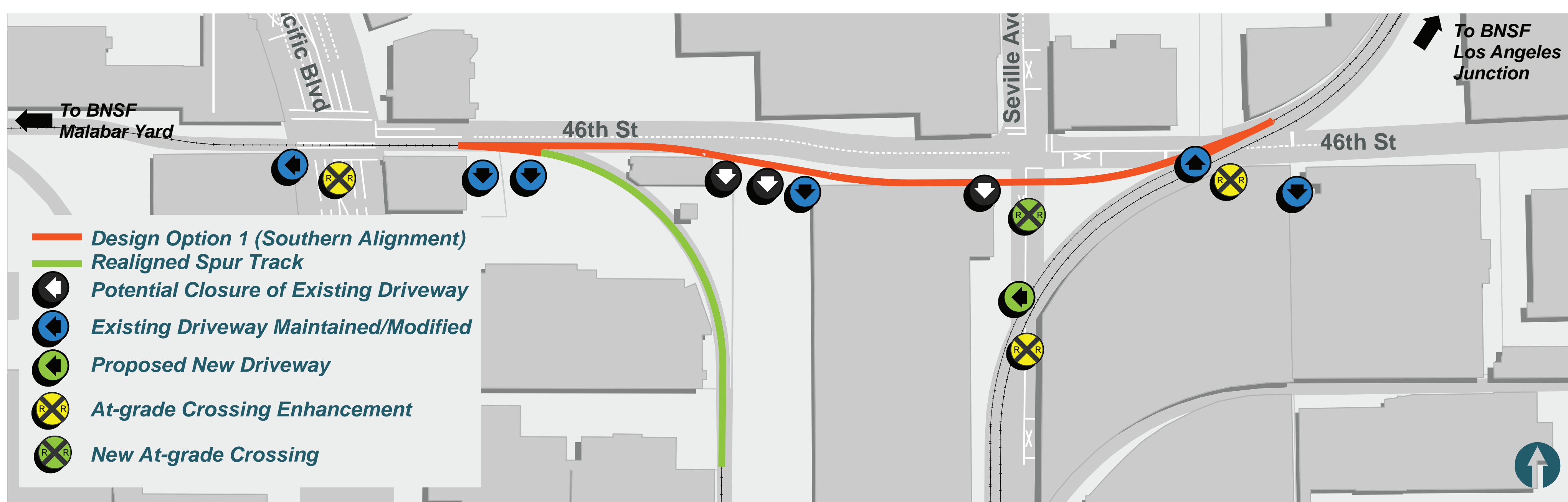
Design Options 1 and 2

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



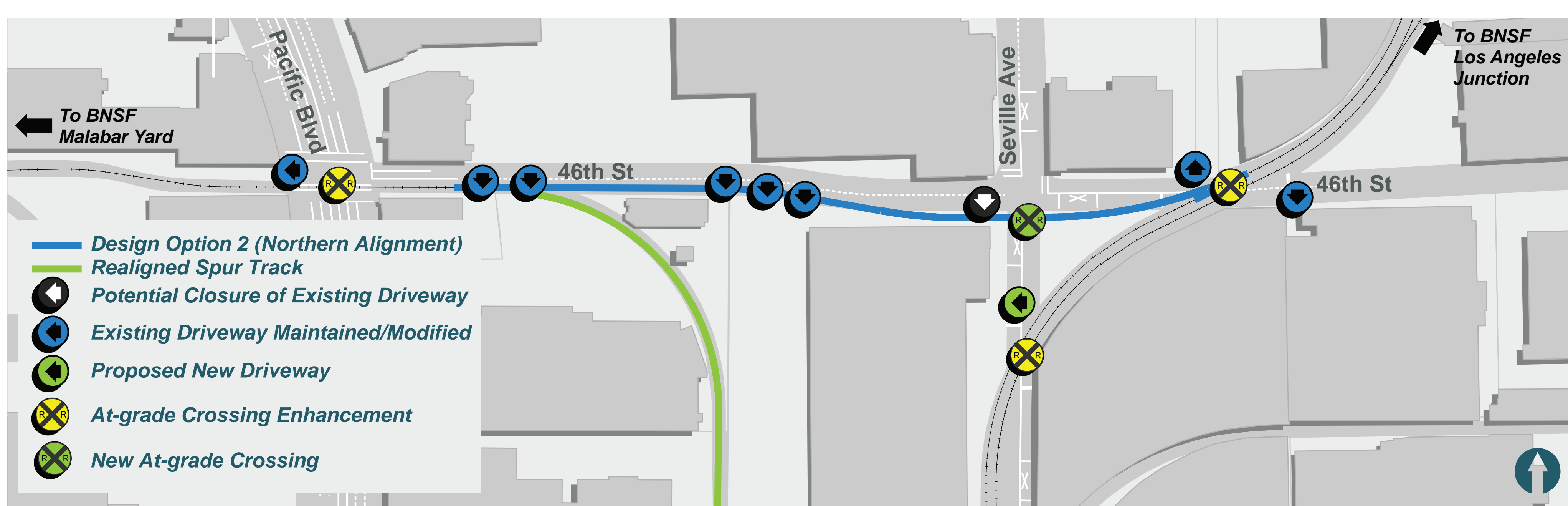
Draft — 10% Preliminary Design (Concept Only)

Design Option 1: Southern Alignment



Draft — 10% Preliminary Design (Concept Only)

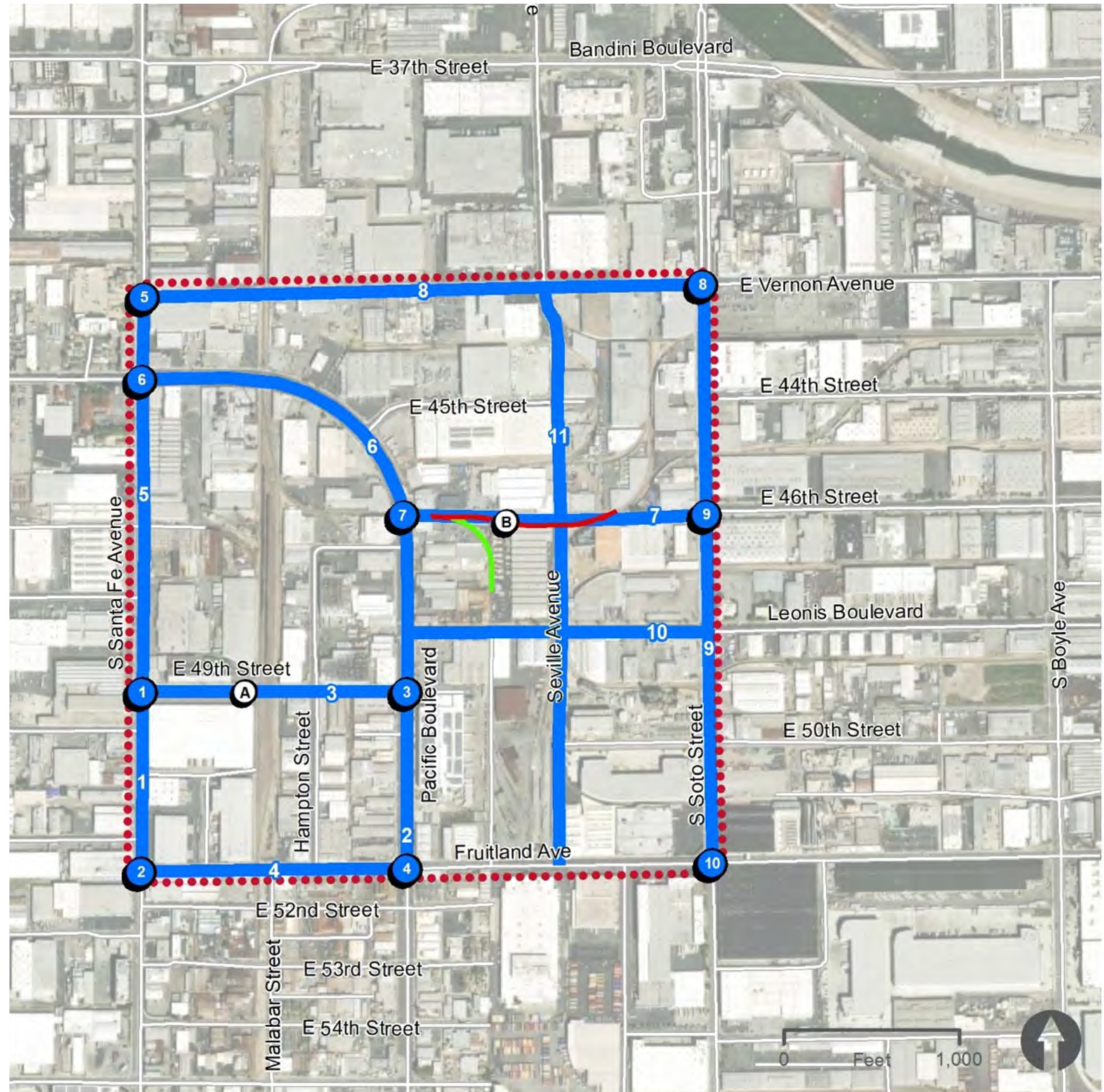
Design Option 2: Northern Alignment



Draft — 10% Preliminary Design (Concept Only)

Link Union Station Project

Traffic Study Area in City of Vernon for Malabar Yard Railroad Improvements



● Malabar Yard Study Area

Ⓐ 49th Street Closure

Ⓑ 46th Street Connector

— Proposed New Track

— Realigned Spur Track

● Intersection

1. Santa Fe Avenue and E 49th Street
2. Santa Fe Avenue and Fruitland Avenue
3. Pacific Boulevard and E 49th Street
4. Pacific Boulevard and Fruitland Avenue
5. Vernon Avenue and Santa Fe Avenue
6. Santa Fe Avenue and Pacific Boulevard
7. 46th Street and Pacific Boulevard
8. Vernon Avenue and Soto Street
9. 46th Street and Soto Street
10. Fruitland Avenue and Soto Street

— Roadway Segment

1. Santa Fe Avenue from E 49th Street to Fruitland Avenue
2. Pacific Boulevard from E 49th Street to Fruitland Avenue
3. E 49th Street from Santa Fe Avenue to Pacific Boulevard
4. Fruitland Avenue from Santa Fe Avenue to Pacific Boulevard
5. Santa Fe Avenue between 49th Street and Vernon Avenue
6. Pacific Boulevard between 49th Street and Santa Fe Avenue
7. 46th Street between Soto Street and Pacific Boulevard
8. Vernon Avenue between Soto Street and Santa Fe Avenue
9. Soto Street between Fruitland Avenue and Vernon Avenue
10. Leonis Boulevard between Pacific Boulevard and Soto Street
11. Seville Avenue between Fruitland Avenue and Vernon Avenue

Summary of Environmental Determinations — 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 	<ul style="list-style-type: none"> • Public Utilities & Energy • Cultural & Paleontological Resources • Safety & Security • Socioeconomics & Communities Affected 	N/A	<ul style="list-style-type: none"> • Economic & Fiscal Impacts

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 	<ul style="list-style-type: none"> • Cultural & Paleontological Resources • Economic & Fiscal Impacts 	<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

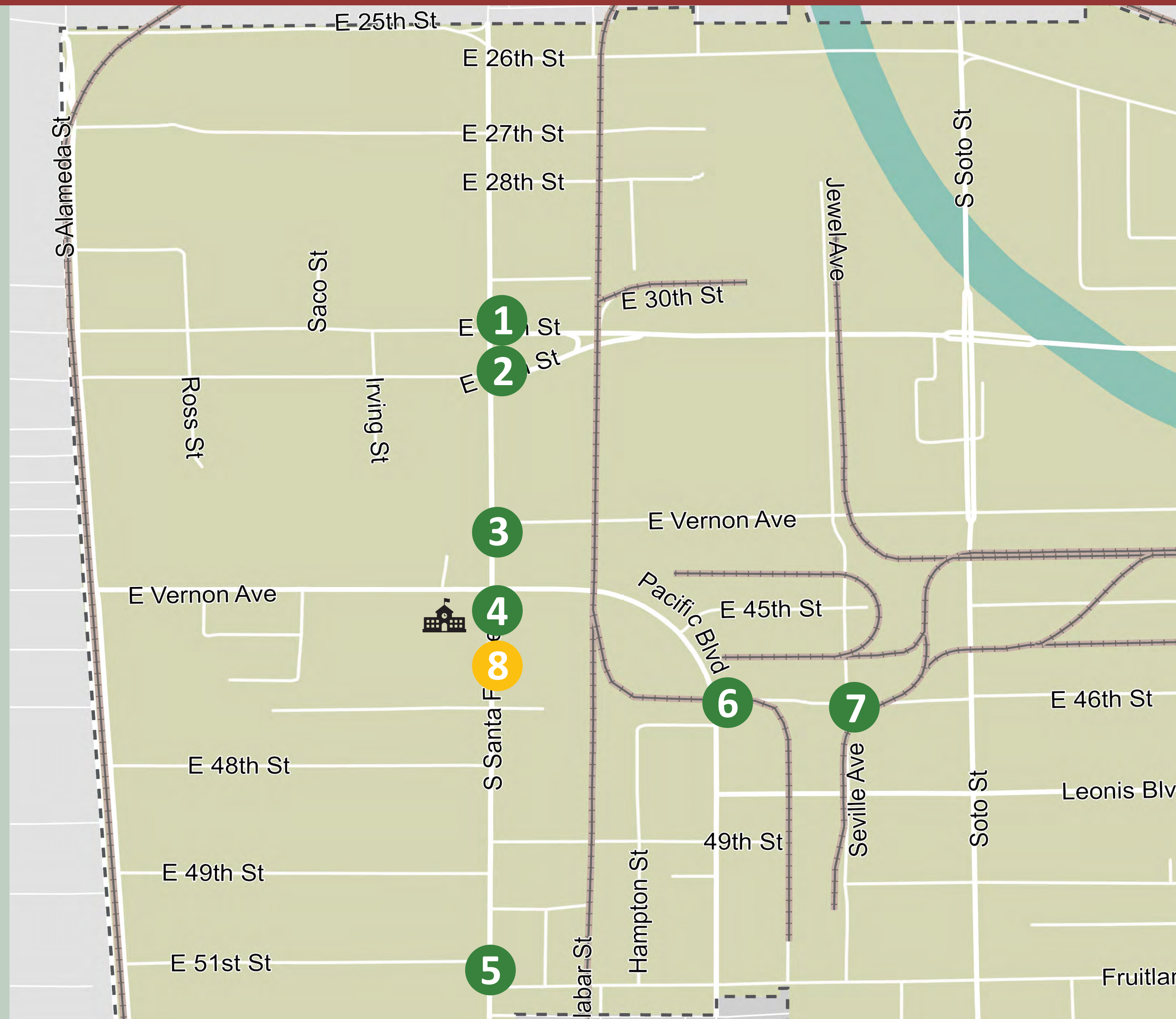


Link Union Station Project

Vernon Community Enhancements: High Visibility Crosswalks

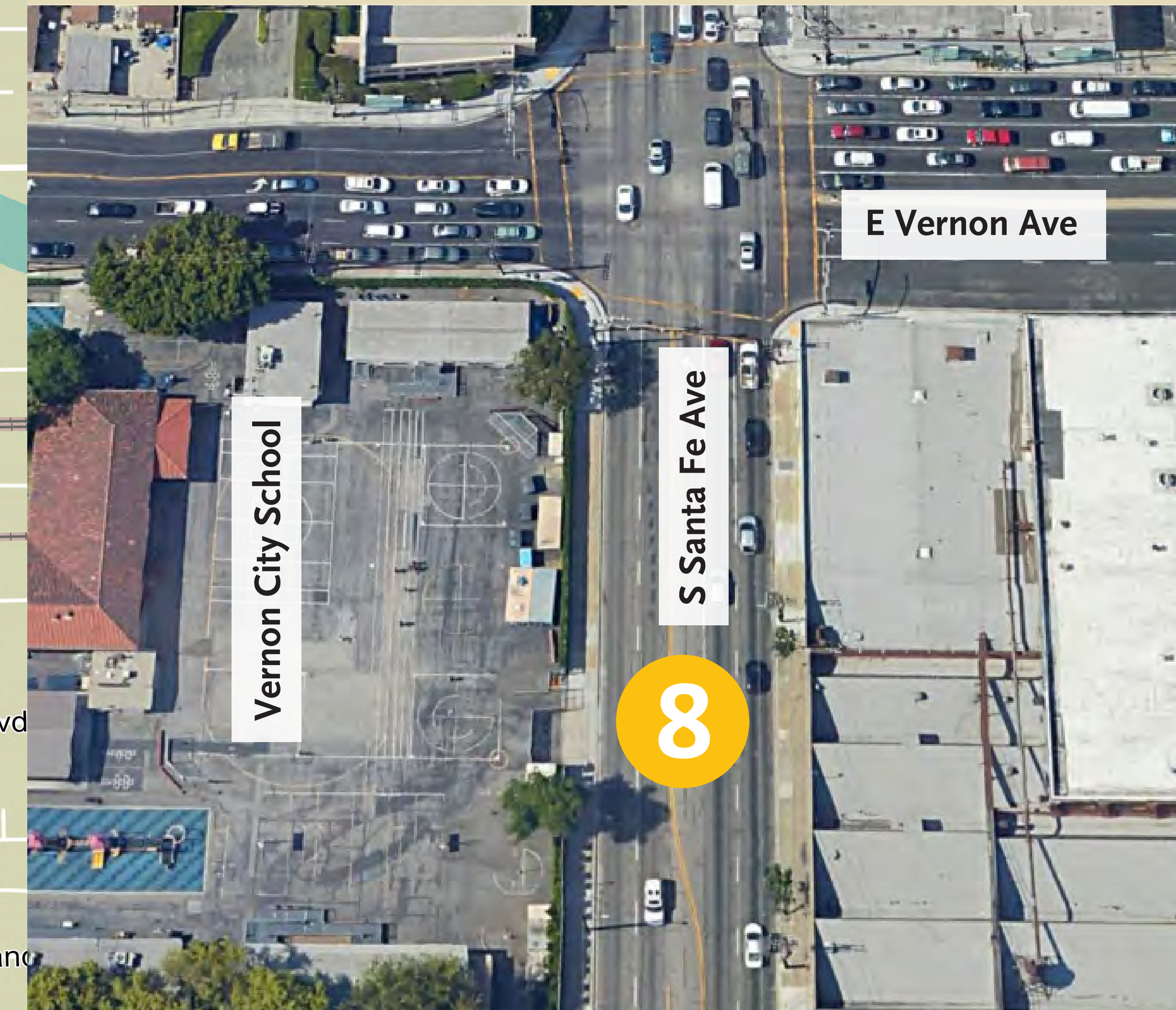
Potential Crosswalk Improvements:

- 1 Santa Fe Ave/37th St
- 2 Santa Fe Ave/38th St
- 3 Santa Fe Ave/E. Vernon Ave
- 4 Santa Fe Ave/Pacific Blvd
- 5 Santa Fe Ave/Fruitland Ave
- 6 46th St/Pacific Blvd
- 7 46th St/Seville Ave



Potential High Visibility Crosswalk:

- 8 Santa Fe Ave (mid-block)



High Visibility Crosswalk Facts



Reduce pedestrian injury crashes by up to 40%



Can be enhanced with pedestrian activated flashing beacons

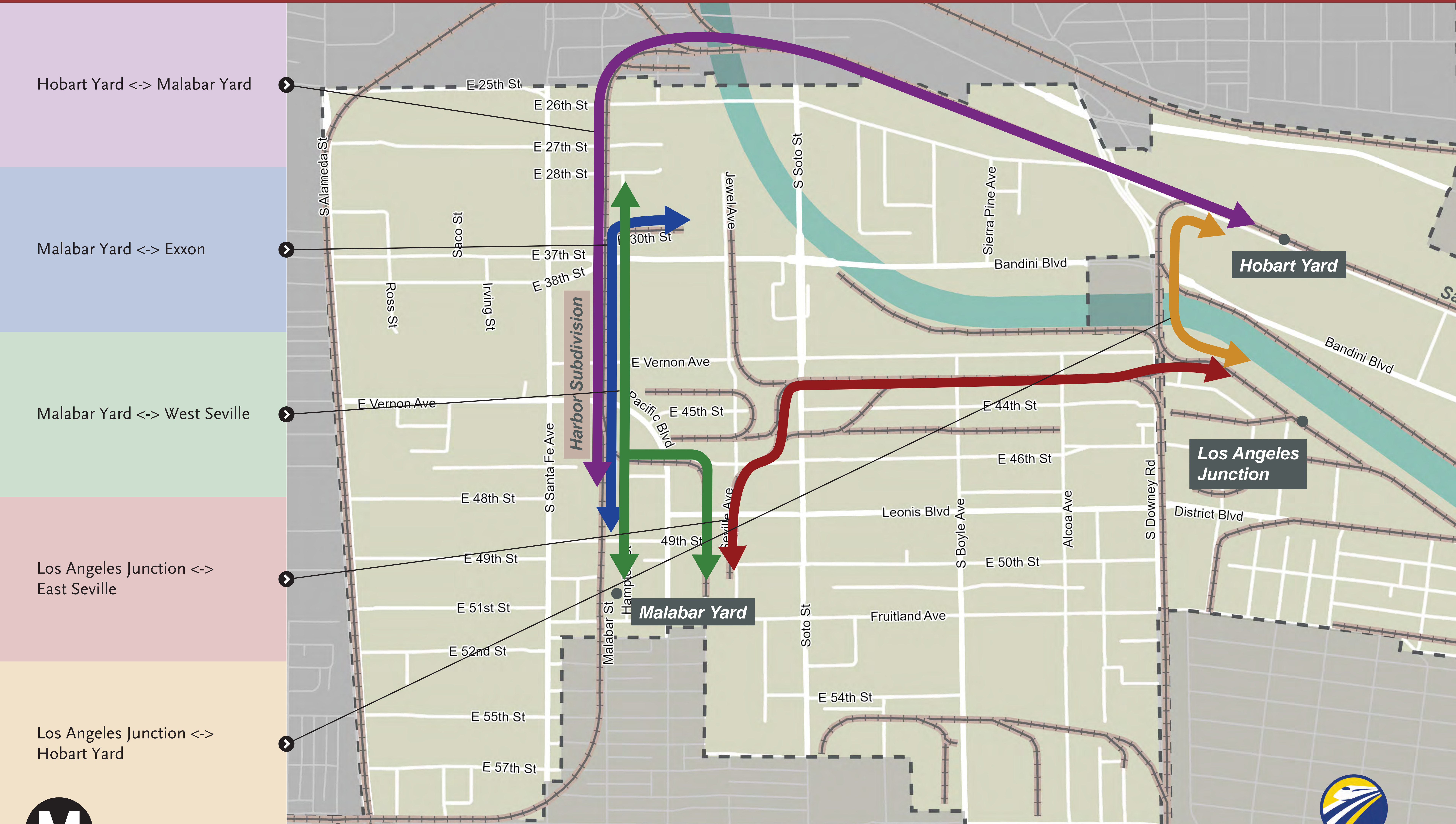


Decrease pedestrian crashes by up to 25% with advance warning signs

Link Union Station Project

Freight Routes Considered in Environmental Evaluation

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Link Union Station Project

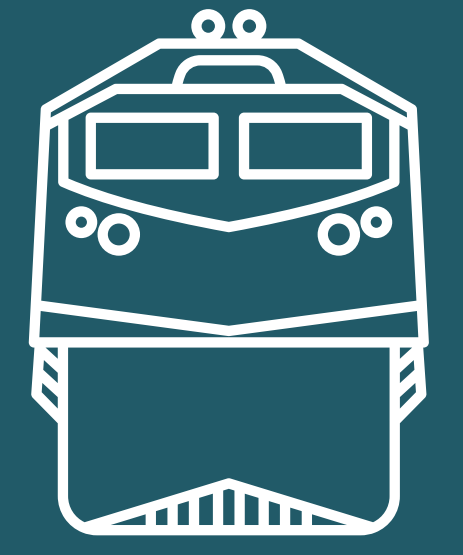
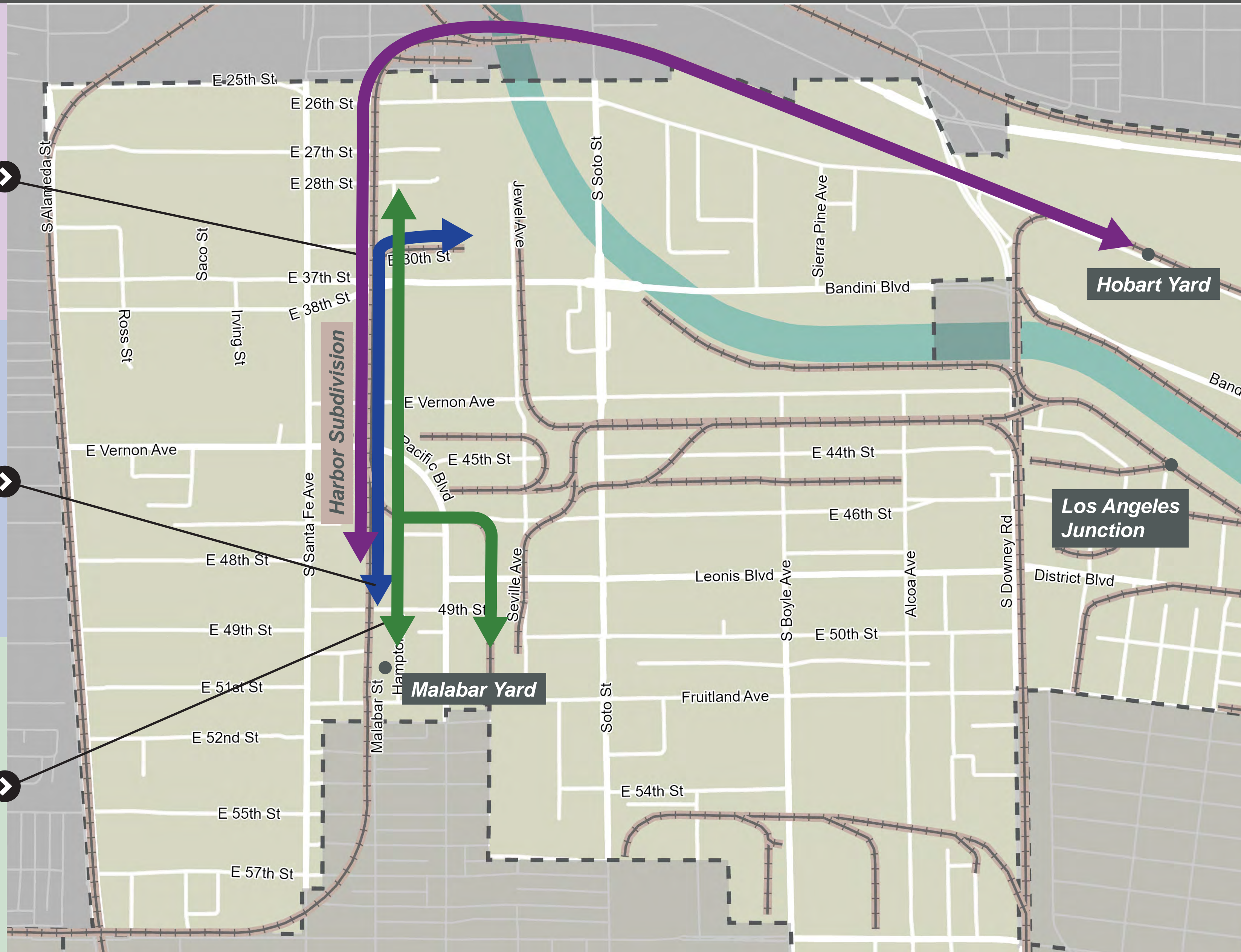
BNSF Train Operations

Existing Affected Routes

Hobart Yard <-> Malabar Yard
4 trains daily

Malabar Yard <-> Exxon
2 trains daily

Malabar Yard <-> West Seville
2 trains daily



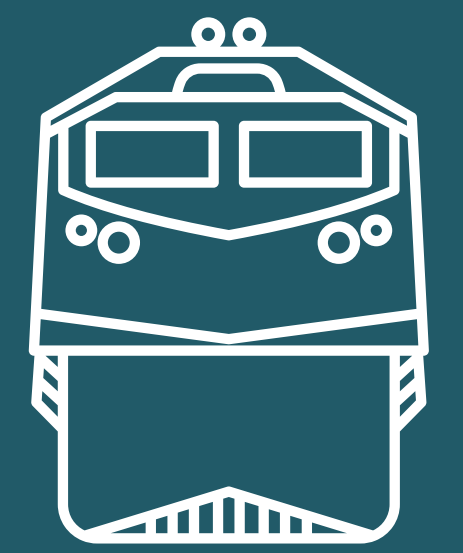
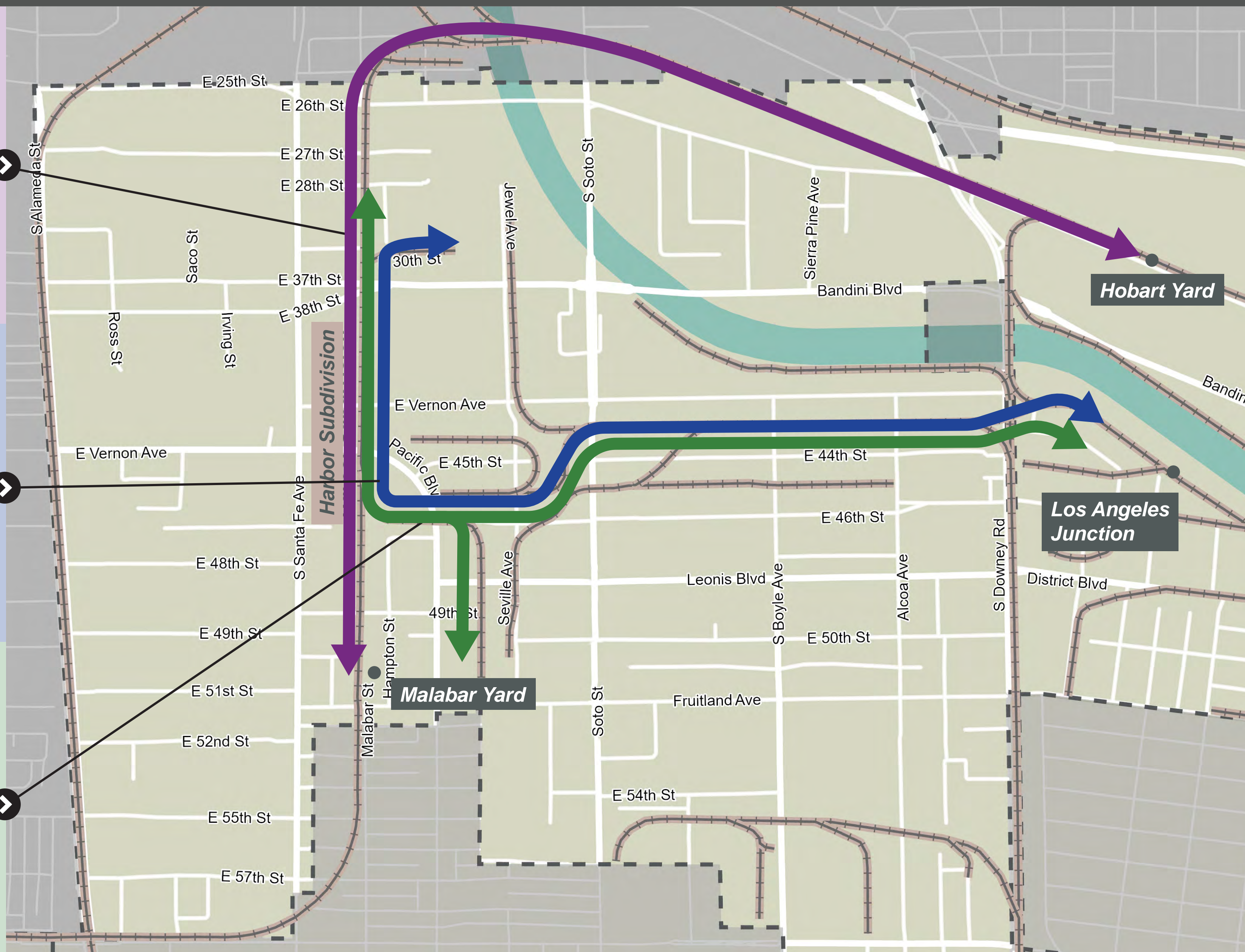
8 trains daily
4 trains at night
7:30 p.m. - 2:00 a.m.

Proposed Affected Routes

Hobart Yard <-> Malabar Yard
0.5 trains daily

LAJ <-> Exxon
(via 46th St. Connector)
2 trains daily

LAJ <-> West Seville
(via 46th St. Connector)
2 trains daily



4.5 trains daily
2.5 trains at night
7:30 p.m. - 2:00 a.m.

Length of trains in the existing and proposed condition would be up to 3,000 feet long.

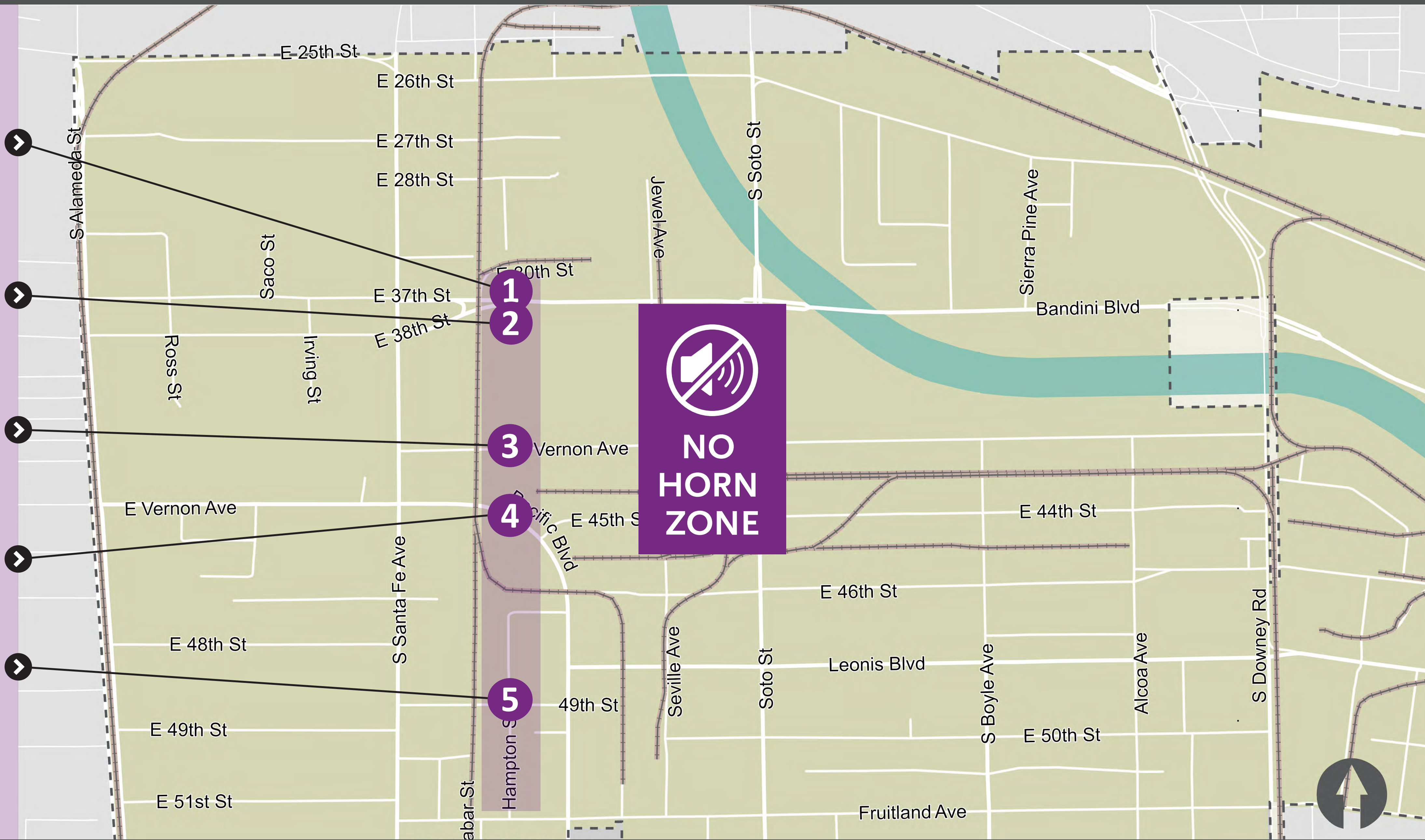
Link Union Station Project

Vernon Community Enhancements: Quiet Zone

Proposed Locations

Safety improvements at five locations enable a Quiet Zone

- 1 E 37th St
- 2 E 38th St
- 3 E Vernon Ave
- 4 E Pacific Blvd
- 5 E 49th St (to be closed)



Future Mixed-Use Residential Land Uses

Santa Fe North

City Center

Pacific Hampton

Santa Fe South



A Quiet Zone will optimize safety and quality of life in Vernon neighborhoods by reducing train horn noise.

Link Union Station Project

Emergency Response Time Analysis



MAP LEGEND

- Area considered for delayed emergency response
- Emergency response route *No train present*
- Scenario destination
- Emergency response route *Train present*
- 49th Street closure
- Train present on tracks
- Fire and police stations
- Crossings blocked by train

Current Potential Response Delay
13.6 min. daily

Future Potential Response Delay
7.65 min. daily

Emergency Response Time Savings
5.95 min. daily
Based on 3.5 fewer Harbor Subdivision trains

Response delay based on time train blocks crossing

