



Metro

Los Angeles County  
Metropolitan Transportation  
Authority  
One Gateway Plaza  
3rd Floor Board Room  
Los Angeles, CA

## Board Report

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**File #:** 2025-1022, **File Type:** Minutes

**Agenda Number:** 2.

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**REGULAR BOARD MEETING  
DECEMBER 4, 2025**

**SUBJECT: MINUTES**

**RECOMMENDATION**

APPROVE Minutes of the Regular Board Meeting held October 23, 2025.

**From:** [advocate@mail.actionbutton.org](mailto:advocate@mail.actionbutton.org) on behalf of [Sigrid Rogers](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games  
**Date:** Saturday, September 27, 2025 7:31:56 PM

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To:

Mayor Karen Bass,  
Los Angeles City Council,  
Los Angeles County Board of Supervisors,  
LA28 Organizing Committee,  
Los Angeles City Planning Commission,  
Los Angeles County Regional Planning Commission,  
LA Metro Board of Directors

We, the undersigned residents, civic leaders, cultural workers, businesses, and community organizations of Los Angeles County, write to express our strong support for the Festival Trail initiative and urge you to formally endorse it as key component of the spatial legacy of the 2028 Olympic and Paralympic Games.

Considering the unprecedented actions of the Federal government and ICE raids against immigrant communities, it is imperative that we invest in local systems that uphold the safety and democratic rights of all Angelenos. In this period of political fissure and erosion of human rights, resilience is creating the spaces for resistance and strengthening community networks and care. The built environment is key in facilitating closer bonds between neighbors. Los Angeles has been made a target by the Federal administration, and as our city steps onto the international stage during the Olympics and Paralympics in 2028, we must claim our values as a city. A home built for and by immigrant communities, who will protect, protest and celebrate, and demonstrate to the world that our greatest strength is our diversity.

The Festival Trail is a bold, community-rooted vision that reimagines public space, mobility, and cultural infrastructure across Los Angeles. It is designed not only to enhance the experience of the LA28 Games, but to leave a lasting, equitable legacy for our neighborhoods — linking parks, streets, transit corridors, and cultural institutions through inclusive design, local stewardship, and sustainable infrastructure for all members of the community that call Los Angeles home.

The Festival Trail is:

Fiscally sponsored by the California Community Foundation, ensuring transparent and accountable financial stewardship;

Guided by an advisory committee composed of local, state, and national leaders in

transportation, public space, culture, and community development;

Led by a partnership of trusted Los Angeles-based organizations: MoveLA, Agency Artifact, FastLinkDTLA, Somos Group, LA Commons, and the Los Angeles Neighborhood Initiative (LANI).

The 2028 Games offer a once-in-a-generation opportunity to invest in the connective tissue of Los Angeles. Let us ensure that the Olympic legacy is not only a memory — but a movement toward a more just, joyful, and connected city for all.

We urge you to champion Festival Trail as a lasting civic legacy.

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This message was sent by Sigrid Rogers via [ActionButton](#), on behalf of MoveLA. Please reply to Sigrid Rogers at [REDACTED]

**From:** [advocate@mail.actionbutton.org](mailto:advocate@mail.actionbutton.org) on behalf of [Viacheslav Sablin](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games  
**Date:** Tuesday, October 14, 2025 4:32:35 PM

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**From:** [advocate@mail.actionbutton.org](mailto:advocate@mail.actionbutton.org) on behalf of [Nicholas Spark](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games  
**Date:** Tuesday, October 14, 2025 7:20:18 PM

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This message was sent by Nicholas Spark via [ActionButton](#), on behalf of MoveLA. Please reply to Nicholas Spark at [REDACTED].

**From:** [advocate@mail.actionbutton.org](mailto:advocate@mail.actionbutton.org) on behalf of [Mark Mallare](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games  
**Date:** Friday, October 17, 2025 3:52:42 PM

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**From:** [advocate@mail.actionbutton.org](mailto:advocate@mail.actionbutton.org) on behalf of [Nicholas Griffin](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games  
**Date:** Tuesday, October 21, 2025 12:09:51 PM

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This message was sent by Nicholas Griffin via [ActionButton](#), on behalf of MoveLA. Please reply to Nicholas Griffin at [REDACTED]

**From:** [advocate@mail.actionbutton.org](mailto:advocate@mail.actionbutton.org) on behalf of [Renee Dake Wilson](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games  
**Date:** Wednesday, October 22, 2025 6:12:34 AM

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This message was sent by Renee Dake Wilson via [ActionButton](#), on behalf of MoveLA. Please reply to Renee Dake Wilson at [REDACTED].

**From:** [Monica Valentino](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Pacific Surfrider and Rail to SD Oc, and LA and north of LA  
**Date:** Wednesday, October 22, 2025 4:49:15 PM

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To whom it may concern,

I have had the good fortune to ride the Surfrider and other trains for years. I pray the Metro Board will continue to support the growth of rail and train services to our communities. The service has decreased greenhouse gases and reduced motorist's stress on our highways. In addition, businesses benefit with tourists including stops at towns they would not have considered when traveling by car.

For those without cars or other forms of transportation, the trains local to their neighborhoods provide a tremendous service.

Please continue to provide more rail for our residents.

Thank You  
MMV

858.775.2220  
eXp Realty  
San Diego CA 92130  
Je parle francais  
Yo hablo espanol

**ATTENTION:** Be aware! Online banking fraud is on the rise. Call your escrow officer to verify information prior to sending funds. I will never request you send funds or personal information through an email. If you receive an email request such as this, please notify me immediately before taking any action.

**From:** [Diane Goodchild](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Please Choose the Hawthorne Route — Protect Our Neighborhoods and Green Space  
**Date:** Monday, October 20, 2025 9:22:04 PM

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Dear Metro Board Members,

I'm writing to urge you not to build the C-Line Extension along the Right-of-Way (ROW) through Lawndale, Redondo Beach, and Torrance. This route would destroy precious green space, divide neighborhoods, and expose families, schools, and parks to noise and safety risks. Our unit is right next to the tracks and would be greatly detrimental to our quality of life and value of the unit which is our financial security!!! Please do not approve this railway!!! The train currently using the track is noise and dust enough -constant rail use will be right next to our balcony and make it unusable, vegetables and flowers will die, no more hummingbirds and windows will have to be closed!!!

The Hawthorne Boulevard alternative is a smarter, safer, and more equitable option — it follows a commercial corridor where the train belongs and supports local businesses instead of displacing homes.

Please stand with the South Bay community and protect our neighborhoods. Reject the ROW alignment and choose the Hawthorne elevated route instead.

Thank you for listening and for considering the voices of those who live here.

Please save our quality of life along the row.  
Diane Goodchild Hatanaka.

**From:** [Jessica Fish](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Thank you for reinstating the two METRO bus drivers:  
**Date:** Monday, September 29, 2025 3:36:06 PM

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Metro Board Clerk,

Members of the Board and Metro CEO,  
THANK YOU for doing the right thing and  
reinstating the two METRO bus drivers after they were fired in August for protecting their riders  
from ICE and speaking to the press.

I ride METROLINK down to Oceanside every year to visit my brother who has a time share  
there. I'm in a wheelchair and am very grateful for the kind treatment I get every time I ride  
from Acton Vincent Hill to Oceanside.

Thank you for your continued commitment to riders and workers,

Jessica Fish

Jessica Fish

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [Alvarez Jaime](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Time to redirect funds from A Line extension.  
**Date:** Friday, September 26, 2025 2:47:48 PM

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CAUTION: This email originated from outside of LA Metro organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello, I believe that with the state in a huge deficit, and no money coming to transit in the upcoming years, LA Metro should redirect the \$800 million in funds earmarked for the A line extension to Claremont, to much more needed projects in much more dense parts of LA County, to include the SELA line and ESFV projects, even a much needed line to Sofi Stadium. SBCTA made the wise decision, as there is no reason for the huge expense to Montclair, when one can easily transfer to/from Metrolink at Pomona North. A line to Claremont would just duplicate the station at Pomona North. Please use our limited transit dollars wisely. Thank you.

**From:** [Makena James](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Weapon detector complaint  
**Date:** Monday, October 20, 2025 8:11:04 AM

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Dear LA Metro board,

My name is Makena James. I use la metro regularly (I have a TAP card and pay my ride fares), and I want to carry pepper gel for self defense. Without a weapon, I never felt safe on LA metro due to the crackheads who were bigger, stronger men. I'm a small woman and having absolutely nothing to defend myself presents an unfair advantage to these brawn crackheads.

Recently I heard about May v Bonta and how trains are not a sensitive place and how people have the right to bear arms for self defense. Ever since then, I've been conceal carrying pepper gel just in case. I ride the train through the most dangerous parts of town: Compton, Watts Towers, and Westlake/MacArthur Park.

I'm beyond upset at your new weapon detector TSA style screening at some stations. I already hate flying because of the TSA security and not being able to defend myself should the need ever arise on airplanes, so I avoid flying as much as possible, but at least when I'm flying, the bad guy can't escape as easily and the plane doesn't make a midway stop in "The Ghetto" between origin and destination airports. With this, it's super unfair because the train does make midway stops in dangerous areas, and bad guys can get away more easily. It infringes upon my second and fourth amendment rights. By disarming women of basic, even non-lethal, weapons, you are removing their rights to defend themselves from big beefcakes like Deok-su, Bane, and Cato. Plus, these weapon detectors aren't even at the dangerous stations. What happens if I have to go through your stupid TSA security checkpoint at Norwalk station, you confiscate my only way of defending myself (pepper gel), then I transfer to the blue line and ride through Compton to get to Long Beach, and then a gang of Crips with giant muscles led by Deok-su board the train and strangle me to death for my purse and I can't pepper gel them because you confiscated it? I'll make sure in such an event that you guys get sued along with his majesty the Dictator Gavin Newsom.

I'm from North Carolina which has voter fraud that keeps democrats in the governorship. Their latest democrat governor is soft on crime, and his policies of making it a nanny state and disarming women of their rights to bear arms led to a big black hulk stabbing

an innocent Ukrainian girl to death on a subway.

Criminals will just find their way around your weapon detectors, no doubt, while law abiding citizens will have their rights taken away due to your unreasonable searches and seizures. It's not like I carry a gun either. I carry pepper gel, a nice non-lethal alternative that disables Deok-su enough that I can get away from him and press the emergency intercom button if he's threatening my life on the LA metro.

And then there's the issue of my destination. When I commute to UCLA, LA, or Hollywood via metro, being disarmed from the weapons detectors opens me up for all sorts of armed or unarmed muggers or rapists to take advantage of me or murder me. I also have a sociopathic ex boyfriend at UC Riverside, where I still go to study carillon (only school nearby that teaches carillon). When I commute there via metro and metrolink, not being able to have pepper gel on me opens me up more for possible assault from him. I do not feel safe going to Riverside without something to use to defend myself, lethal or non lethal.

If you're gonna have these weapon detector checkpoints, you should only have them at the most dangerous stations (compton, watts towers, and westlake/Macarthur park), and you should allow CCW gun holders to keep their guns and let law abiding citizens with pepper gel keep their pepper gel through the checkpoints, especially since it's non lethal anyways. Then your system might work. But if you're gonna strip away innocent women like me of their right to bear non-lethal arms, then prepare for a big lawsuit, because I will sue you all the way to Hell and back for sexism, misogyny, and for violating the second and fourth amendments of the US constitution.

For now, though, I have trained and earned my pepper spray permit that security guards have to get so I can flex all my rights to carry pepper spray for self defense should you dare take it away at a weapons detector. This is complete bullshit. Get rid of the weapons detectors, or at least, don't come for my pepper gel, or I will lead a class action lawsuit, maybe multiple lawsuits against you. In addition, I'll start taking my car to school so I can keep my right to bear arms without the threat of it being taken away from me.

All best,  
Makena



October 21, 2025

Los Angeles County Metropolitan Transportation Authority (Metro)  
One Gateway Plaza  
Los Angeles, CA 90012

**Subject: Support #10 Link Union Station (Link US) Project**

Dear Metro Board of Directors,

On behalf of Mobility 21, I am writing to express our strong support for Item #10, the approval of the Final Supplemental Environmental Impact Report (Final SEIR) for the Link Union Station project. This transformative investment will modernize Los Angeles Union Station into a 21st-century mobility hub — improving regional connectivity, advancing sustainability, and enhancing the passenger experience for millions of riders.

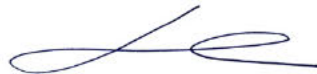
Link US will convert Union Station from a “stub-end” facility into a run-through station, enabling trains to enter and exit without reversing. This upgrade will reduce delays, improve on-time performance, and increase station capacity by up to 50%. For the traveling public, this means shorter travel times, smoother transfers, and a more reliable commute throughout Southern California.

Beyond mobility benefits, Link US delivers significant environmental and community gains. By eliminating train idling and optimizing rail operations, the project will reduce greenhouse gas emissions by over 40%, supporting California’s climate goals. It also incorporates strong environmental safeguards and a Mitigation Monitoring and Reporting Plan to ensure responsible construction and long-term sustainability.

In sum, Link US is not just a Metro project—it is an investment that strengthens our economy, creates local jobs, and positions Los Angeles as a national leader in sustainable, connected transportation.

We strongly urge full support for the Supplemental Environmental Impact Report and advancement of this vital project.

Sincerely,



Jenny Galaviz  
Executive Director

**COALITION PARTNERS**

Automobile Club of  
Southern California

Inland Empire  
Economic Partnership

Los Angeles Area  
Chamber of Commerce

Los Angeles County  
Metropolitan  
Transportation Authority

Metrolink

Orange County  
Business Council

Orange County  
Transportation Authority

Rebuild SoCal Partnership

Riverside County  
Transportation Commission

San Bernardino County  
Transportation Authority

Southern California  
Association of Governments

Tri-County Chamber Alliance

Ventura County  
Transportation Commission



**From:** [Dennis Berman](#)  
**To:** [Board Clerk](#)  
**Cc:** [Marisa Olguin](#)  
**Subject:** (EXTERNAL) For the record Metro meeting 10/23/25  
**Date:** Wednesday, October 22, 2025 3:39:29 PM  
**Attachments:** [DLA Support Letter re Link US Opposition.docx](#)  
[0554\\_240809131734\\_001 \(3\) \(1\).pdf](#)

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To all this may concern:

My name is Dennis Berman, I was the business owner of Bandwagon Brokerage in Vernon until 2022 and then became an investor in Bandwagon/ WPS Fresh. Since 2011 I have been the property owner of 4550 Seville Ave at 46th St. When notified by Metro about the Malabar project I took on the law firm of DL Piper to represent me and compose the attached letter in hope that my concerns and potential loss of livelihood would be recognized. Since the original SEIR/EIR and the multiple follow up Public hearings and meetings, I see absolutely no changes to the issues that directly effect me and my investment in Bandwagon and property. I don't recall that this letter was ever responded to by Metro, however, a meeting took place at my property with Metro to discuss the project. The meeting resulted in no possible solutions to my potential problems if the project were to go forward.

It is important to me that these attachment be included in the record for the Final public hearing on October 23, 2025 to explain the impact of this project on me, my property, my investments and that of neighboring businesses.

Thank you for your attention to this matter.

Dennis Berman



**DLA Piper LLP (US)**  
2000 Avenue of the Stars  
Suite 400 North Tower  
Los Angeles, California 90067-4735

Sean Becker  
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T 310.595.3044  
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August 9, 2024  
*VIA EMAIL*

Carlos J. Montez  
Deputy Executive Officer  
Los Angeles County Metropolitan Transit Authority  
One Gateway Plaza, MS 99-18-2  
Los Angeles, CA 90012  
213.418.3241  
linkunionstation@metro.net

**Re: Public Comment Letter Regarding Link Union Station Project  
Draft Environmental Impact Report (State Clearinghouse No. 2016051071)**

Dear Mr. Montez:

We represent Deleni Boys LLC in the matter of opposing approval of the current version of the Draft Environmental Impact Statement and Supplemental Environmental Impact Report ("Draft EIS/SEIR") prepared jointly by the Los Angeles County Metropolitan Transportation Authority ("LA Metro") and the California High-Speed Rail Authority ("CHSRA") for the Link-Union Station Project ("Project").

This short letter is intended to supplement the public comment letter submitted by Mr. Dennis Berman on behalf of Deleni Boys LLC and reinforce our professional opinion that the Draft EIS/SEIR contains serious legal deficiencies that must be remedied prior to approval. The magnitude of the significant and unavoidable environmental impacts in Vernon, as well as the lack of recent environmental study both weigh against approval of the Project in its current form. It appears likely that the Project could thus be subject to numerous and substantial legal challenges if approved in its current form. We look forward to working with LA Metro further on this matter.

Very truly yours,  
Sean Becker

August 9, 2024

VIA EMAIL

Carlos J. Montez  
Deputy Executive Officer  
Los Angeles County Metropolitan Transit Authority  
One Gateway Plaza, MS 99-13-2  
Los Angeles, CA 90012  
213.418.3241  
linkunionstation@metro.net

**Re: Public Comment Letter Regarding Link Union Station Project  
Draft Environmental Impact Report (State Clearinghouse No. 2016051071)**

Dear Mr. Montez:

Thank you for the opportunity to review and provide input on the Draft Environmental Impact Statement and Supplemental Environmental Impact Report ("Draft EIS/SEIR") prepared jointly by the Los Angeles County Metropolitan Transportation Authority ("LA Metro") and the California High-Speed Rail Authority ("CHSRA") (together, the "Lead Agencies") pursuant to the California Environmental Quality Act ("CEQA") and the National Environmental Policy Act ("NEPA"). The Draft EIS/SEIR document was prepared for a proposed project involving the extension of rail tracks at Los Angeles Union Station and related rail development on and around the BNSF Railway's Malabar Yard in the City of Vernon ("Project").

As a property owner in the City of Vernon directly affected by the Malabar Yard component of the Project, I am writing to express my strong opposition to the Draft EIS/SEIR and the Project as currently proposed. My property is located at 4550 Seville Avenue directly along the portion of 46<sup>th</sup> Street where new rail track is proposed. I am a prime example of a community member that will be permanently harmed by the careless decision to undertake the Vernon component of the Project.

As detailed below, the Project is tremendously detrimental to Vernon property owners such as myself, and to the entire Vernon community. Furthermore, the Project as proposed contains significant and serious environmental and legal deficiencies that weigh heavily against Project approval. I would thus urge that the Project be disapproved, approved without the Vernon component, or else that further environmental study be undertaken.

### My Property – 4550 Seville Avenue

I own property located at 4550 Seville Avenue in the City of Vernon. This property is located at the northeast corner of 46<sup>th</sup> Street and Seville Avenue within what the Draft EIS/SEIR refers to as an “Area of Impact”. (Draft EIS/SEIR, Figure 8.) This area adjacent to and abutting my property is also said to be an area of “Permanent Impacts”. (Draft EIS/SEIR Appendix Q, p. 2-21.) Specifically, under the proposed Project, 46<sup>th</sup> Street would be bisected by new rail track directly in front of my property.

Additionally, rail gate arms are proposed on Seville Avenue at 46<sup>th</sup> Street directly across from my property. The Draft EIS/SEIR found that the railroad crossing and gate arms proposed at this intersection of Seville Avenue and 46<sup>th</sup> Street would introduce a roadway hazard due to queuing that would cause vehicular traffic to extend across 46<sup>th</sup> Street, and that this was a significant and unavoidable environmental impact of the Project even following the implementation of mitigation measures. (Draft EIS/SEIR, p. ES-cxvi.)

The mere creation of the rail track along my property’s portion of 46<sup>th</sup> Street creates what the Draft EIS/SEIR refers to as the “physical division of an established community”, yet erroneously and offensively the analysis concludes that there are “no established communities within or adjacent to the Project footprint”. (Draft EIS/SEIR, p. 3.2-33.) My business and the other businesses around it form a strong industrial community with a legacy of cooperation that will be significantly harmed by the Project. And the Draft EIS/SEIR wholly fails to take this into account.

### The Local Business at My Property

I operated a wholesale fruit and vegetable company at this property from 1988 to 2022 and have always been proud to call Vernon home for my business and my employees. In 2022 I sold the business and entered into a 10-year lease with the new owners so that the business could continue at this location because this site worked so well for our business. The business continues today to operate at the property from 2:00 a.m. until 4:00 p.m. Monday through Friday.

The handling of fresh fruits and vegetables demands uninterrupted movement to ensure freshness and on time delivery to our customers, and accordingly the property receives 60 to 80 truck visits per day, including large semi tractor trailers that rely on the ability to make wide turns on 46<sup>th</sup> Street and on Seville Avenue. Separately, 15 additional semi tractor trailers rent space to park at the property and expect regular access to the property.

### 46<sup>th</sup> Street Rail Track Design Options

The proposed construction on 46<sup>th</sup> Street would specifically create a new 1,000-foot segment of new track between two existing track segments intended to connect the BNSF Malabar Yard to the BNSF Los Angeles Junction. Under 46<sup>th</sup> Street Connector Design Option 1 ("Option 1") a rail alignment would be constructed encroaching onto the private property of sites on the south side of 46<sup>th</sup> Street to avoid any potential narrowing and/or reconfiguration of 46<sup>th</sup> Street between Seville Avenue and Pacific Boulevard. (Draft EIS/SEIR Appendix Q, p. ES-2.) Under 46<sup>th</sup> Street Connector Design Option 2 ("Option 2") a rail alignment would be constructed in a manner that avoids most private properties on the south side of 46<sup>th</sup> Street but includes narrowing and/or reconfiguration of the 46<sup>th</sup> Street roadway itself. (Draft EIS/SEIR Appendix Q, p. ES-2.)

In the event that the 46<sup>th</sup> Street rail tracks are approved, Option 1 would be clearly preferable because, although it would infringe upon a small number of property owners across 46<sup>th</sup> Street from my property, it appears that the effects upon the roadway itself would be relatively limited because narrowing and reconfiguration of the roadway would not be required. Any narrowing or reconfiguration of 46<sup>th</sup> Street would seriously and permanently impede the truck deliveries and pick-ups that are required for the business located at my property. For this reason, if the Vernon component of the Project proceeds Option 1 should be selected.

However, I oppose the construction of rail tracks along 46<sup>th</sup> Street in general and would thus ideally ask the Lead Agencies reject both Option 1 or Option 2. These tracks would significantly inhibit access to my property, threatening the very existence of the business and the property. Timely incoming shipments of produce and outgoing customer pickups and deliveries will be logistically impossible without full access to 46<sup>th</sup> Street.

Additionally, either option appears to still propose full building demolition at multiple sites one block from my property, which I consider to be an extreme environmental impact. (Draft EIS/SEIR Appendix Q, p. 2-35.) The Draft EIS/SEIR strangely states that the demolition would not cause adverse impacts because the properties would be usable after implementation of the railroad project, ignoring the effects on the jobs lost and the businesses literally destroyed.

### Project Effects on the Employees of the Business

Furthermore, the inhibited property access will harm our employees who will have difficulty accessing the property for work and leaving the property both at the end of the day and during the lunch hour to patronize other local businesses.

But the effects on my property's employees will extend beyond just property access. We have worked hard over many years to build a strong workforce for this business and if the Project is undertaken as proposed we fear that they will seek employment elsewhere due to increased commutes if the Project is approved. This pattern is likely to spread to the rest of Vernon's industrial district if the Project is approved; few employees will want to work in an area that becomes known for traffic congestion, as described in more detail immediately below.

### Transportation and Traffic Impacts

Northbound and southbound traffic along my property would be directly halted by the proposed rail gate arms on Seville Avenue at 46<sup>th</sup> Street, and the Draft EIS/SEIR acknowledges that this would create an adverse environmental impact due to vehicle queuing. (Draft EIS/SEIR, p. 3.16-27.) The resulting delays could be extreme because, as the Draft EIS/SEIR acknowledges, the "foreseeable length of future trains operating on the 46<sup>th</sup> Street Connector could range from 2,000 feet to 4,000 feet". (Draft EIS/SEIR Appendix Q, p. 2-4.)

The delays would also affect the connector streets that trucks use to access my property. But the study of traffic impacts in the Draft EIS/SEIR fails to adequately take this circumstance into account, especially considering that traffic patterns were analyzed for the Project during the summer of 2020 at the height of the COVID-19 pandemic when traffic levels were substantially lower than they will be during Project operations. Based on current observed conditions and what is proposed under the Project, the northbound and southbound traffic on Soto Street and Santa Fe Avenue will worsen, and the already slow traffic on the local eastbound and westbound streets would almost certainly come to a standstill.

I anticipate that both our customers and our suppliers will come to prefer our competitors outside of Vernon due to the traffic delays that will inevitably result from the Project.

### Noise and Vibration

The Draft EIS/SEIR also did not sufficiently study noise and vibration issues. My building is particularly susceptible to the harmful effects of noise and vibration. Already my building has had numerous glass windowpanes crack due to the noise and vibrations resulting from heavier trucks passing by the property. This issue would certainly worsen with rail traffic passing along the property, and I fear that even more detrimental structural damage could result. The Draft EIS/SEIR erroneously concludes that "[n]o noise sensitive land uses are located within 1,000 feet of the proposed Malabar Yard rail line along 46<sup>th</sup> Street". (Draft EIS/SEIR, p. 3.16-40.) My property is a noise sensitive land use.

### Accidents and Other Issues

Finally, I fear that potential chemical spills, derailments, graffiti, and even criminal activity could directly affect my property if it were to become located along rail tracks, as the Project proposes. Although my property is currently near rail tracks, by becoming directly along rail tracks these issues would now be a very real concern for me and my property. As the Draft EIS/SEIR acknowledges, the Project's contribution to cumulative impacts in Vernon could cause adverse accidents and incidents such as derailments. (Draft EIS/SEIR, p. 3.16-77.)

### Business Displacement

Both business revenues and property value at my location would be expected to drop sharply if the Project were approved. We want to stay in Vernon – but due to the factors detailed above, relocation of the business outside of Vernon will likely be inevitable if the Project is approved. The broader effects of business displacement across Vernon were not adequately studied in the Draft EIS/SEIR and should weigh heavily against Project approval.

### General Project Impacts

In addition to the significant and unavoidable environmental impacts related to the Seville Avenue rail gate arms discussed above, the Vernon portion of the Project will also cause significant and unavoidable environmental impacts to air quality and transportation. Specifically, construction emissions associated with the Project would exceed applicable daily criteria pollutant and localized significance thresholds; construction activities would require road closures causing roadway hazards to motorists, pedestrians, and bicyclists; and emergency access would be impeded both during construction and during operations. (Draft EIS/SEIR, pp. ES-lvii, ES-cxv, ES-cxvi.)

It is irresponsible and reckless for the Lead Agencies to approve a Project with such blatant significant and unavoidable impacts.

Finally, it is unclear how the Draft EIS/SEIR can claim consistency with federal policies by stating that the Vernon railroad improvements would provide rail service that “minimizes impacts on the local street system” while also acknowledging the above significant and unavoidable effects regarding traffic delays and emergency access. (Draft EIS/SEIR, p. 3.2-40.) This is unconscionable and should be revised in the Final EIS/SEIR.

### Project Disapproval or Additional Study

Accordingly, the Lead Agencies must not approve the Project as it is proposed. Due to the significant environmental impacts that the Project would cause, the Lead Agencies can

and should refuse to certify the EIS and SEIR once it is finalized, assuming that the Project cannot sufficiently remedy the harms it would cause.

Alternatively, the Lead Agencies could require further environmental study. Specifically, the Draft EIS/SEIR tiers from the earlier Final Environmental Impact Report ("FEIR") certified by LA Metro in June 2019. The Notice of Preparation for the Project's original FEIR had been issued in April 2016 and the Draft Environmental Impact Report ("DEIR") was not released until January 2019, indicating that full environmental review of the Project occurred from 2016 to 2018.

The Draft EIS/SEIR is intended to tier off of the FEIR approved over five years ago. But during the intervening years since certification of the FEIR major changes have been made to the proposed Project including the addition of CHSRA as a lead agency as well as the addition of the Vernon component of the Project. The contemplated Malabar Yard improvements in and of themselves warrant the creation of a new full EIR, not a merely supplemental one that studies a small number of impact areas. In addition, the Final EIS/SEIR is not scheduled to be approved by the lead agencies until Spring of 2025 at the earliest, indicating that many Project components will not have been studied in as much as nine years. CEQA does not support such dated environmental review and it would be inappropriate to approve a merely supplemental EIR in this circumstance. If the Project is not wholly disapproved, the Lead Agencies should require further environmental study of the Project in the form of a wholly new EIR.

Very Truly Yours,

A handwritten signature in black ink, appearing to read "Dennis Berman", with a long horizontal flourish extending to the right.

Dennis Berman

Division President -Bandwagon/WPS Fresh

4450 Seville Ave, Vernon, CA 90058

Majority Shareholder- Deleni 3oys LLC. (Property Owner)

17026 Hartsook St., Encino, CA 91316

Cc:

Jerry Neuman, DLA Piper LLP US

Sean Becker, DLA Piper LLP US





City of  
**SANTA CLARITA**

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October 22, 2025

Los Angeles County Metropolitan Transportation Authority (Metro)  
One Gateway Plaza  
Los Angeles, CA 90012

Dear Metro Board of Directors:

Marsha McLean  
Councilwoman

SUBJECT: Support #10 Link Union Station (Link US) Project

I am writing to express my strong support for Item #10, the approval of the Final Supplemental Environmental Impact Report (Final SEIR) for the Link Union Station project. This transformative investment will modernize Los Angeles Union Station into a 21st-century mobility hub, improving regional connectivity, strengthening reliability, and enhancing the passenger experience for millions of riders.

Link US will convert Union Station from a “stub-end” facility into a run-through station, enabling trains to enter and exit without reversing. This upgrade will reduce delays, improve on-time performance, and increase station capacity by up to 50 percent. For the traveling public, this means shorter travel times, smoother transfers, and a more reliable commute throughout Southern California.

Link US is not just a Metro project, it is a shared regional investment that strengthens our economy, creates local jobs, and positions Los Angeles County region as a national leader in reliable and connected transportation.

I strongly urge full support for the Supplemental Environmental Impact Report and advancement of this vital project. Thank you for your attention to this matter and your continued partnership in the transportation sector.

Sincerely,

Marsha McLean  
Councilwoman

KS:MH:sk

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10/21/25

Los Angeles County METRO Board Administration

One Gateway Plaza

MS:99-3-1

Los Angeles, CA 90012

Subject: Item 10 on the October 23, 2025 Metro agenda letter of opposition

Dear Board members,

In brief the Malabar Yard project and the 46<sup>th</sup> Street connector as outlined in Appendix Q of the Link Union Station EIR/EIS must be eliminated from the project.

Some background on myself. I was employed by the City of the Vernon for 34 years and retired approximately 10 years ago. I served as the Director of Community Services and Water (now the Director of Public Works Department) for 20 years. As such, I have an intimate knowledge of the rail operations and traffic conditions in the City. I devoted my working career ensuring the safety and well being of the Community.

I have reviewed the Link US project as it pertains to the City of Vernon. The bottom line is the impacts to Vernon have been underestimated and the Malabar yard and the 46<sup>th</sup> Street connector projects in Vernon must be eliminated.

While serving as the Director Community Services I met with Los Angeles Junction Railroad officials on multiple occasions. Los Angeles Junction Railroad, a subsidiary of BNSF, operates and delivers short haul goods by rail to businesses in Vernon and its neighboring communities on behalf of BNSF and Union Pacific Railroads. They operate the Exchange Avenue and Malabar switch yards in Vernon. It has always been their desire to connect these two yards. On multiple occasions I discussed with the General Managers of the Los Angeles Junction Railroad the

proposed construction of a railroad track in 46<sup>th</sup> Street, between Pacific Blvd. and Seville Avenue to connect these yards to improve their efficiency. In no uncertain terms, Los Angeles Junction railroad was always advised that the impacts of this connection would be too great and that the City would not approve such a plan. Now it appears that the METRO board is ready to approve the 46<sup>th</sup> Street connector project as part of the Link Union Station project without City of Vernon approval. This is a gift to the BNSF railroad at the expense to the City of Vernon.

The Link Union Station project proposes to improve the Malabar Yard by eliminating the 49<sup>th</sup> roadway crossing in order to replace the storage of empty intermodal rail cars caused by the loss of the West Bank rail yard near Union Station. Yet, rail car storage has nothing to do with the 46<sup>th</sup> Street connector project. The only purpose of the 46<sup>th</sup> Street connector is to improve efficiencies with BNSF operations to the detriment of the City of Vernon. If the connector project is constructed it will lead to long trains bisecting the City, leading to long queues on both local and arterial roadways and negatively impacting traffic operations and police and fire services. The 46<sup>th</sup> Street connector in no way mitigates the impacts of the Link US project rail car storage issues, and therefore should be eliminated from the project.

Further, the analysis in appendix Q of the Link Union Station EIR/EIS is totally inadequate and fails to study the true impacts to Vernon. Below are outlined the deficiencies in the study.

1. The Malabar yard has operated for more than 75 years. Over the years the City has observed Pacific Blvd on occasion being blocked for 10 minutes caused by switching operations in the yard. Given the added length of storage tracks that will be accommodated with the closure of 49th Street. The finding in the EIR/EIS that street traffic operations will improve in Vernon is a fallacy. A simple calculation of switching operations shows that a train of 2,700 feet entering the yard would block traffic on Pacific Blvd and Vernon Avenue for more than 30 minutes. The operations of the yard in the EIR/EIS are poorly described and it is difficult to assess the true impacts without knowing the length of trains entering and exiting the yard. Nothing restricts BNSF from switching even longer trains. This blockage of traffic on City streets has not been adequately studied and the impacts will be significant.
2. Metro has stated that trains will continue to serve the Vernon west side businesses via the 46<sup>th</sup> Street Connector with up to four 3,000 foot long train movements a day. In order to serve these businesses trains would have to exit and reenter the north side of the Malabar yard blocking traffic on Pacific Blvd. and Vernon Avenue. Yet the study only

shows .5 train movements a day. Therefore, the train movements in and out of the north side of the Malabar yard has been grossly undercounted. A new analysis must be performed showing the true number of train movements in and out of the northside of the Malabar yard and its impacts.

3. There is nothing stopping the BNSF railroad from storing empty cars on the at Malabar yard in its current configuration. They could either bring in shorter trains or split a train at 49th Street to allow the roadway to continue operating uninhibited. The EIR/EIS fails to study the railroad operations with 49<sup>th</sup> Street remaining intact.
4. The EIR/EIS states that trains up to 3,000 feet in length will be utilizing the 46th connection. It does not appear that the EIR/EIS has taken into account that a 3,000 foot long train being pushed through the Malabar yard from the LA Junction yard would extend past the north side of the Malabar yard blocking Pacific Blvd and Vernon Ave. This impact to traffic must be studied.
5. It appears that the Link Union Station project is being driven by improvements required for the California high speed rail project. If it is determined that the Malabar yard must be improved as part of the Link Union Station project, can a mitigation measure state that the Malabar yard improvements including the removal of the 49<sup>th</sup> Street crossing, can only be constructed if and only after the high speed rail Los Angeles to Anaheim section construction is commenced.
6. The Los Angeles Junction railway has operated for more than 75 years without the 46<sup>th</sup> Street connection from their yard north of Exchange Avenue to the Malabar yard. Why is it necessary now to have this 46<sup>th</sup> Street connection given the impacts it will cause in the City of Vernon. It appears that the entire city will suffer so that the railroad will have a convenient connection between the two yards to save some travel time. Why cannot current rail operations that serve the west side of the City continue. Additionally, and most importantly the 46th Street connection has nothing to do with the loss of rail car storage north of Vernon and therefore is not in any way a necessary part of the project. The EIR/EIS should have performed an analysis of impacts without the 46<sup>th</sup> Street connector project to weigh the benefits versus the impacts.
7. What prevents LA Junction railroad from continuing to use the Malabar yard for its switching operations. If it does, the impacts will be much greater that those that have been identified. Mitigation measures must be implemented to ensure that these switching operations do not occur.
8. Traffic analysis contained in Appendix Q of the EIR/EIS does not appear to take into account the large volume of trucks on Vernon Streets. Typically, there would be a

multiplier to account for slower moving trucks. This would increase the traffic volumes on the streets compared to what is currently being studied.

9. The queuing analysis in the EIR/EIS failed to include the grade crossings at Pacific Blvd. east of Santa Fe and Vernon Avenue east of Santa Fe Avenue. Given the switching operation of a 2,800 foot train heading into the Malabar yard would close these streets for more than 30 minutes the impacts would be significant. Since there is no restrictions on the length of empty intermodal car trains BNSF could operate, a reasonable worstcase scenario must be studied. Queuing of any size would not only impact the rail line cross streets, but also Santa Fe Avenue as turn pockets will quickly fill impacting through traffic on the Santa Fe Avenue.
10. Soto Street is a major arterial in the City of Vernon. A 4,000 foot long train crossing this street will cause significant queuing. LA Junction railway does not currently operate a train of this length contrary to what is stated on page 33 of the response to Vernon comments. An analysis of this impact must be studied.
11. Why is the project area limited to the areas of construction. The change in operations at the yard should also be studied. The Vernon Avenue school is within a .25 mile radius from the yard. The EIR/EIS states the school is outside this distance of concern so impacts were not considered, but if the changes in operations at the yard are considered then the impacts on the school must be studied.
12. Why were the police and fire response impacts not studied given the proximity of police and fire stations to the yard. Especially since the traffic impacts have been understated.
13. Proposed mitigation TR-3 in Appendix Q changes the eastbound through right turn lane on Vernon Avenue at its intersection with Santa Avenue to a right turn only to improve the level of service of the intersection. Less than 10 percent of eastbound traffic makes a right turn at this intersection. It appears that this mitigation measure will fail to improve the operations of the intersection and in all likelihood make it worse. Calculations should be provided to show that this mitigation actually provides the benefits it claims.
14. Mitigation TR-5 of Appendix Q proposes to widen Fruitland Avenue to add a lane. It appears that there is inadequate right of way to provide the added lanes and still have turn pockets at intersections. No right of way impacts have been studied in the EIR/EIS.
15. Has the CPUC approved the increase the rail alignment and train traffic on 46th Street. The project should not move forward until they are consulted and agree the concept works.

16. In mitigation TR-2 a right turn overlap in signal timing is proposed. Will the added signal phase make traffic conditions worse by reducing green time on other movements. Given the small turning radius on the northeast corner a long truck cannot make this turn movement without utilizing both westbound traffic lanes Will this cause the signal overlap to be nonfunctional.
17. How does mitigation TR-4 in appendix Q help. Pacific Blvd has three through lanes with low traffic volumes.
18. Table 3.2-2 of Appendix Q states that all properties impacted by the 46<sup>th</sup> Street connector do not conform with the City's zoning ordinance. The property at the southeast corner of Seville and 46th is new construction and is conforming. Parking being permanently removed will result in this property being nonconforming in violation of City zoning code. How will the property owner be compensated or will alternative parking be provided.
19. The EIR/EIS weighs heavily on the Planning Director having the ability to reduce parking by 10 percent. In my 20 years as serving as the City's Planning Director I never implemented this waiver. The Zoning ordinance clearly states that a property cannot be made less conforming. There are no undeveloped properties in the vicinity of the project where parking can be provided. How will this be resolved.
20. Under Section 3.8B and 3.11B of Appendix Q it states an adverse effect may be caused by a change of drainage patterns and exceed the drainage system. But I see no mitigation measure to take care of this. The ones referenced do not resolve this issue. Why is flooding therefore not a concern?
21. The utilities in 46th and Seville Avenue were not designed for railroad loads. They may have to be reconstructed. No discussion of these impacts has been studied.
22. Property values will be diminished for all properties along the 46th Street connection route. Tracks are being converted from rarely used spur tracks to through tracks with multiple train movements a day. Vibration and noise from these trains will be increased. Will the property owners along this route from the Exchange Avenue yard to the Malabar yard be compensated for diminished property values due to having an increase in train movements adjoining there properties versus an occasional train serving a spur track as currently exists.
23. If Malabar yard improvements are a part of Metro's Link Union Station project why is BNSF being required to provide mitigation in the form of TR-3 and 4 in Appendix Q and not them solely being borne by Metro. It is apparent that Metro is making these

improvements on behalf and for the benefit of BNSF at the expense of the City of Vernon.

24. The 46th Street connection project proposes raised medians in 46th Street and Seville Avenue. It does not appear trucks will be able to make right turns with these medians in place. A redesign is required.
25. If the project is approved. What is the preferred alternative (option) for the 49th street closure and 46th Street connection. The City should have the final determination.
26. A new residential complex has been permitted for construction near the Malabar yard. Why were the impacts on the future residents (sensitive receptors) not evaluated?
27. Since the use of Malabar yard does not gain BNSF any new real property, it appears that Metro will in fact will be purchasing the West Bank yard adjacent to the LA River from BNSF contrary to what Metro has advised.
28. It appears that BNSF was given veto power over where the storage yard could be located by requiring the replacement yard to be located west of the Hobard yard. A thorough analysis of all alternative sites must be performed to ensure that the option with the least amount of environmental impacts is chosen as the preferred alternative. The railroad operations should be only one component of this analysis.
29. There are numerous largescale projects proposed in and around the City of Vernon, including the California High Speed Rail, Eco Rapid transit and the widening of the I-710 freeway. Why were the cumulative impacts of these projects not analyzed in Appendix Q of the EIR/EIS.

Given the above stated issues and concerns it is my opinion that the Malabar yard and 46<sup>th</sup> Street connector projects in the City of Vernon should be eliminated from the Link Union Station project. Thank you for the opportunity to provide these comments.

Sincerely,

Samuel Kevin Wilson



Nicholas R. Ghirelli

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October 22, 2025

VIA ELECTRONIC MAIL

Los Angeles County Metropolitan Transportation Authority  
Board of Directors  
One Gateway Plaza, MS 99-18-2  
Los Angeles, CA 90012

Re: City of Vernon's Additional Comments on Link Union Station Project's  
Environmental Impact Statements/Supplemental Environmental Impact  
Report, and Objection to Certification of EIR and Project Approval

Dear Chair Dutra and Members of the Board of Directors:

This firm has been retained by the City of Vernon ("City") to provide additional comments on the Los Angeles County Metropolitan Transportation Authority ("Metro") Link Union Station project ("Link US") and Environmental Impact Statement / Supplemental Environmental Impact Report ("EIR") being considered for certification by Metro's Board of Directors ("Metro Board").

As set forth in our earlier correspondence to the Metro Board on the Draft EIR, dated August 6, 2024, **the City supports regional efforts to expand rail service and the larger Link US Project.** But the City remains deeply concerned about the Project's unmitigated impacts on businesses and vulnerable communities arising from the proposed changes at the Malabar Yard ("Malabar Yard Mitigation").

The City requests that Metro consider alternative options to "mitigate" the loss of BNSF Railway ("BNSF") storage space caused by the Link US Project. We believe that suitable options exist, and request that Metro seriously consider such options before moving forward. Many of the deficiencies that the City has identified in the EIR relate to the Malabar Yard Mitigation. **If Metro commits to removing the Malabar Yard Mitigation from the EIR and evaluating other options to address BNSF's request for additional rail storage, the City would likewise commit to working in good faith with Metro to address these issues.** This is a win-win for both Metro and the City,



as it would save years of litigation and legal expenses for both agencies, while promoting the worthwhile cause of improving the region's rail infrastructure.

The Metro Board must understand one important point about this project: the Malabar Yard Mitigation, inclusive of a closure of 49th Street and 1,000 feet of new track and associated crossing infrastructure at 46th Street, **requires the City of Vernon's approval**. The City must vacate the necessary right-of-way, convey easements or licenses, and issue applicable encroachment permits, all of which are discretionary in nature and have yet to be negotiated. This is no small undertaking, and there is no avoiding this fact. Mitigation Measure MY TR-6 states: "For all new and existing at-grade railroad crossing modifications, Metro and BNSF shall obtain required approvals from the City of Vernon . . . ." Despite Metro staff's repeated "coordination" efforts, Metro has failed to comprehend that **the City is very unlikely to issue the approvals** for the Malabar Yard Mitigation to proceed. As a result, this Mitigation Measure is not feasible or enforceable. (14 CCR § 15126.4(a)(2).)

This should not be surprising. No rational public agency would agree to overhaul its already congested traffic system without BNSF's assurances on the extent and frequency of road closures and based upon a flawed traffic study taken during the height of the COVID-19 shutdown. Over the years, BNSF has repeatedly sought the City's approval to implement the Malabar Yard Mitigation, only to be denied because of its well-known impacts. With this important point in mind, the City urges Metro to eliminate the Malabar Yard Mitigation and identify an alternative storage option for BNSF. The City stands ready to support Metro's further exploration of alternative options. This approach will ultimately save Metro and the City time and resources by avoiding unnecessary litigation, uncertainty, and delay to an otherwise important regional transportation project.

For the foregoing reasons, the EIR's analysis of the Malabar Yard Mitigation is flawed and appropriate corrective action is to remove the Malabar Yard Mitigation from the EIR. The City's comments are largely intended to reflect CEQA, but the City intends to provide further comment as part of the NEPA process before the California High Speed Rail Authority.

## **I. Fundamental Flaws with the EIR's Treatment of the Malabar Yard**

### **a. Freight Rail Is Not an Environmental Impact Requiring Mitigation**

The Malabar Yard Mitigation is not an environmental mitigation. It is not a part of the Link US Project description in the EIR. Treating it as mitigation is inappropriate under CEQA for several reasons.

First, Metro staff has admitted—on the record—that **the Malabar Yard is not necessary to mitigate any environmental impacts** caused by the Link US Project. Metro staff has repeatedly said that Metro’s preference is to compensate BNSF for the taking of its property at the BNSF West Bank Yard, rather than pursue the Malabar Yard Mitigation. The payment of just compensation is the appropriate and legally justified way to compensate a property owner for the taking of property needed for a public improvement, such as the Link US Project. By Metro’s own admission at the October 16th Executive Board meeting, if BNSF accepts just compensation (or other negotiated amount), then the Malabar Yard Mitigation would be unnecessary and dropped from the EIR. Yet, the City is straddled with the impacts of the Malabar Yard Mitigation simply because BNSF has rejected monetary compensation for the taking of its property *and requested the Malabar Yard Mitigation*. Tellingly, BNSF has asked the City for approvals to expand the Malabar Yard starting at least 10 years ago, unrelated to the Link US Project. Therefore, the Malabar Yard Mitigation is and never was environmental mitigation, but rather a negotiated solution by Metro to avoid condemning property from BNSF and deliver BNSF the operational benefit it has long sought from the City. (see *Cleveland Nat’l Forest Found. v. San Diego Assn. of Governments*, 17 Cal.App.5th 413, 433 (2017) (“A mitigation measure is not part of the project.”)).

Second, an impact to freight rail storage is not an environmental impact under CEQA or NEPA. We have found no case suggesting that the loss of freight rail storage alone requires mitigation under CEQA or NEPA, nor is it listed as an environmental topic under the checklists for CEQA or the Federal Transportation Administration’s NEPA checklist.<sup>1</sup> For purposes of Metro’s consideration of the EIR under CEQA, the lone basis for imposing the Malabar Yard Mitigation is an inconsistency with one program and one policy of the Los Angeles Mobility Plan 2035 and the California Transportation Plan 2040. These are not Metro’s plans, but guiding documents for other public agencies. Moreover, the perceived inconsistencies involve aspirational language that encourage goods movement projects, address climate change, and improve multimodal transportation. None of these plans suggest that Metro’s Link US Project results is an inconsistency. Moreover, an inconsistency with a plan, such as the Los Angeles Mobility Plan, is not by itself a significant environmental impact. The inconsistency would have to cause an environmental impact to be considered significant under CEQA. The potential loss of freight storage space is not an environmental impact under CEQA. It is an operational issue for BNSF. (See *The Highway 68 Coal. v. Cnty. of Monterey*, 14 Cal.App.5th 883, 893 (2017) (“[T]he

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<sup>1</sup> <https://www.transportation.gov/administrations/office-policy/checklist-environmental-requirements-and-resources-1313-and-appendix>

issue of whether a proposed project is consistent with a county's general plan is not a CEQA issue . . . .’’)).

Further, the City of Los Angeles Mobility Plan and the California Transportation Plan are not even the relevant plans for purposes of this analysis. **What about the City of Vernon General Plan?** The Circulation and Infrastructure Element at Section 2.1 states: “**Many at-grade rail crossings remain in the City. These should gradually decrease** as the City encourages rail lines to merge facilities, to abandon spur lines, and to participate in separating streets from remaining railways.” The Malabar Yard Mitigation is inconsistent with virtually every planning policy in the General Plan:

- **POLICY CI-1.2:** Continue to coordinate with the rail companies to provide for efficient rail service that minimizes impacts on the local street system. *No coordination has taken place between BNSF and the City, and the EIR admits that the Malabar Yard Mitigation will impact the local street system.*
- **POLICY CI-1.3:** Limit rail yards to areas agreed on and consolidate rail spurs where feasible. *The City has not agreed to the expansion of the Malabar Yard.*
- **POLICY CI-1.5:** Continue to pursue grade separation for railroad crossings on designated streets. *The Malabar Yard Mitigation’s 46th Street crossing is at-grade, not grade separated.*

Despite these clear inconsistencies, the EIR does not even consider the Link US Project’s and the Malabar Yard Mitigation’s consistency with the City’s General Plan. Instead, the EIR focuses on the cherry-picked policies that would drive a decision to adopt the Malabar Yard Mitigation. If the EIR will consider the planning policies as environmental impact (and it need not), then it needs to consider the most relevant plan of all: the City of Vernon General Plan.

The City has a long history with BNSF’s efforts to modify the Malabar Yard, which the City has repeatedly resisted because of the City of Vernon’s clear policies that prohibit the project. Former Vernon Public Works Director Kevin Wilson was in contact with BNSF about potential realignment of the Malabar Yard dating back to at least 2006. (See, email between Mr. Wilson and BNSF Project Engineer Greg Rousseau, dated September 27, 2006, attached hereto as Exhibit “F”.) Mr. Wilson also previously met with BNSF’s General Manager for the Los Angeles Junction regarding the proposed 46th Street connection on several occasions. He informed BNSF that the proposed crossing’s impacts would be significant and unacceptable to the City. Separately, former Vernon Public Works Project Engineer Brandon Araujo met with BNSF between 2016-

2019 to discuss the City's proposed Atlantic Bridge expansion project. According to Mr. Araujo, BNSF would not grant the necessary approvals for the City's proposed bridge unless the City agreed to the 49th Street closure to expand the Malabar Yard. In sum, BNSF is now using Metro to improperly obtain operational benefits through CEQA what it could not otherwise obtain from the City. By all accounts, BNSF is doing so in a way that is fully intended to **increase train traffic into and out of Vernon without any assurance to the contrary.**

**b. The Malabar Yard Does Not Fully Mitigate the Alleged Impact**

Even assuming freight rail impacts are an environmental impact in need of mitigation, the Malabar Yard Mitigation does not fully mitigate the loss of freight rail storage. The EIR states that 5,500 feet of track space is being taken from the West Bank Yard, but the Malabar Yard Mitigation only accommodates an additional 3,350 feet of storage space. The 46th Street cross track does nothing to mitigate the loss of freight rail storage.

Yet, the EIR does not identify an adverse impact or significant adverse effect even after implementation of the Malabar Yard Mitigation. We assume this means that Metro does not view the loss of freight rail storage as an environmental issue. Instead, as Metro staff stated at the October 16th Executive Board meeting, the Malabar Yard Mitigation is the result of an agreement between Metro and BNSF because Metro could not purchase the West Bank Yard property from BNSF. Metro is improperly converting a real estate transaction into a mitigation measure under CEQA and NEPA, and pushing the impacts of its project onto the residents, workers, and businesses of Vernon.

**c. The Malabar Yard Does Not Meet Metro's Specified Mitigation Criteria**

The EIR conducted a screening process to identify a suitable location for a replacement site to offset the loss of freight rail storage at BNSF's West Bank Yard. Two criteria were established for this screening analysis. First, the "freight rail storage track replacement shall be located in proximity to, and west of, BNSF Hobart/Commerce Intermodal Yards." (Final EIS/SEIR, Appendix Q, pg. 1-9). Second, the alternate location must provide "**full replacement** of 5,500 track feet of lost storage track capacity." (Final EIS/SEIR, Appendix Q, pg. 1-10). The Malabar Yard Mitigation satisfies neither of these requirements.

First, Malabar Yard is located two miles from the Hobart/Commerce Intermodal Yards, further from the Hobart Yard, Commerce Yard, and LA Junction. Of the four options that meet this initial criteria, it is the furthest away from the desired location.

Second, Malabar Yard does not provide full replacement of 5,500 track feet of lost storage capacity. According to the EIR, it provides 3,350 feet of storage capacity. Thus, it does not satisfy the secondary screening criteria.

As a result, the EIR's own evidence concludes that the Malabar Yard Mitigation was improperly selected as the location for the replacement for freight rail storage. This further supports the conclusion that the Malabar Yard Mitigation is not really mitigation, but an operational benefit specifically requested by BNSF.

The City of Vernon contracted with Gary Hunter of Railroad Industries Incorporated ("RII") to evaluate BNSF's existing capacity and the EIR's alternatives analysis, among other issues. Mr. Hunter has over 45 years of experience in the railroad and transportation industry. His report concludes that numerous options are available to BNSF to offset the loss of freight rail storage at the West Bank Yard, including modifications to the existing Malabar Yard configuration that do not require the closure of 49th Street or additional crossings on 46th Street. As noted in Mr. Hunter's report, only cursory evaluation is given to the options outlined in the EIR, and the EIR completely fails to analyze a variety of other feasible mitigations that achieve a similar objective and do not cause environmental impacts on Vernon. (*Cleveland Nat'l Forest Found. v. San Diego Assn. of Governments*, 17 Cal.App.5th 413, 433 (2017) (holding that CEQA requires an EIR to discuss mitigation alternatives that would both substantially lessen a project's significant impacts and can be feasibly implemented)). Mr. Hunter's analysis is attached hereto as Exhibit "A" ("RII Report").

#### **d. The Malabar Yard Mitigation Improperly Causes Environmental Impacts**

Under CEQA, a mitigation measure must reduce a project's environmental impacts. Mitigation, as defined in 14 CCR § 15370, includes avoiding, minimizing, reducing, or compensating for impacts. An EIR must include feasible mitigation measures, which are modifications of the proposed design and implementation of a project imposed **that reduce the project's adverse environmental effects**. (See Pub. Res. Code § 21002.1; *Natural Resources Defense Council, Inc. v. City of Los Angeles*, 98 Cal.App.5th 1176 (2023)).

CEQA does not require mitigation measures that completely eliminate a project's environmental impacts. (Pub. Res. Code § 21002; 14 CCR § 15370; *Save the Hill Group v. City of Livermore*, 76 Cal.App.5th 1092 (2022)). Indeed, a mitigation measure can cause a new significant effect in addition to those caused by the project. (14 CCR § 15126.4(f)). What CEQA does not allow is for the EIR to manufacture a significant impact, such as freight rail impacts, and propose mitigation that would cause additional significant and unavoidable impacts. This is especially true where,

as here, the impacts to traffic and emergency response are the precise impacts that Metro contends the Malabar Yard Mitigation would avoid. This subverts CEQA's command to mitigate environmental impacts in a way that avoids, minimizes, or reduces environmental impacts.

#### **e. The Malabar Yard Mitigation Is Infeasible**

Finally, the Malabar Yard Mitigation is infeasible, and thus improper, because it cannot be implemented without the agreement of the City. As noted above, Mitigation Measure MY TR-6 states: "For all new and existing at-grade railroad crossing modifications, Metro and BNSF shall obtain required approvals from the City of Vernon . . . ." The City has conveyed to Metro on numerous occasions that it is very unlikely to grant the required approvals.

Under CEQA, a mitigation measure must be "feasible." A feasible mitigation measure is one that is "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors." (Pub. Resources Code, § 21061.1; see also 14 CCR § 15126.4(a)(2).) The EIR's traffic mitigation plan for the Modified Proposed Project at the Malabar Yard does not have a reasonable plan for mitigation because it is infeasible and relies entirely on approval from another jurisdiction.

In *Tiburon Open Space Committee vs. County of Marin*, 78 Cal.App.5th 700, 748 (2022), an EIR for a development included the adoption of a comprehensive scheme of traffic mitigation measures, some of which required approval from another town. For example, the town would have to approve truck haul routes. The neighboring town argued that some of the traffic mitigation measures were unenforceable and illusory in violation of CEQA because they required town approval. In examining whether the mitigation measures were unreasonable and infeasible, the court noted that a mitigation measure may be within the jurisdiction of another entity, and a project may be approved with a finding that a mitigation measure "should be adopted" by another entity that has exclusive jurisdiction. (*Tiburon Open Space Comm. v. Cnty. of Marin*, 78 Cal. App. 5th 700, 746 (2022).) It also stated that "[S]peculation a municipality might not agree ... is not sufficient to show the agency violated CEQA by adopting [the] mitigation measure." (*Id.*, citing *Neighbors for Smart Rail v. Exposition Metro Line Construction Authority*, 57 Cal.4th 439, 466 (2013) (plur.opn.).)

Here, unlike in *Tiburon Open Space*, the entirety of the Malabar Yard Mitigation is within the jurisdiction of the City of Vernon. The Malabar Yard Mitigation is the closure of 49th Street and a new segment of train track on 46th Street, **all of which is predicated on the City's approval of a right-of-way vacation, easements or licenses, and encroachment permits.** Vernon's involvement is not limited to a mere ministerial permit or tangential approval as part of a larger

scheme of mitigation. **And, no cause for speculation is required here: the City of Vernon does not intend to grant these approvals.** Therefore, unlike in *Tiberon Open Space*, the proposed mitigation measures are not feasible.

The proposed Malabar Yard Mitigation is also infeasible because it is not “consistent with all applicable constitutional requirements.” (14 CCR § 15126.4(a)(4)). In order to be implemented over Vernon’s clearly stated objection, Metro must condemn the City’s right-of-way. In order to initiate eminent domain proceedings, Metro must find that the right-of-way is necessary for a public use. This finding cannot be made because, as stated above, the mitigation is not needed to mitigate an environmental impact and not needed to compensate BNSF for the loss of freight rail capacity. The Malabar Yard Mitigation is therefore improper.

## **II. Inadequacies in the EIR Analysis**

### **a. Project Description for Malabar Yard Railroad Improvements**

The EIR’s analysis of the Malabar Yard Mitigation impacts is based on existing train operations data and future projections provided by BNSF. (Final EIS/SEIR, Appendix Q, pg. 2-2.) There are a number of fundamental issues with the descriptions of current and projected train operations as presented in the EIR. These comments are supplemented by the analysis of Railroad Industries attached hereto as Exhibit “A”.

#### **1. Outdated baseline train traffic data.**

Even though the Draft EIR was released in June 2024 and the Final EIR issued in October 2025, the EIR still uses the year 2020 as the baseline for its impact analysis, and does not account for changes in train operations despite tumultuous changes in global trade and freight demand in the intervening period. The data is clearly stale. As such, it is unclear whether the baseline figures provided by BNSF are still accurate. To provide an accurate analysis of project impacts, the baseline numbers must be updated to reflect the actual existing train traffic at the Malabar Yard. Any discrepancies in the 2020 figures and the updated numbers must be incorporated into an updated impact analysis.

#### **2. No factual basis for train traffic projections.**

The EIR does not provide a clear factual basis for its estimates of future train movements. The EIR relies solely on figures provided by BNSF in March 2021, but does not explain how BNSF derived those projections. (Final EIS/SEIR, Appendix Q, p. 2-2.) They are entirely speculative.



The City has repeatedly requested that Metro and BNSF provide accurate information about ongoing and future planned operations at the Malabar Yard in order to evaluate and plan for increased train traffic at this central location within the City. (See, e.g., City Letter to BNSF Railway, October 6, 2025, attached hereto as Exhibit “B”.) However, neither Metro nor BNSF has provided responsive information. While the City understands that BNSF may not wish to divulge proprietary information about its business operations, BNSF must provide enough information about train traffic volume in order for the EIR to meet its disclosure obligations and for the City to evaluate whether to approve the planned operations at the Malabar Yard. Indeed, the EIR cannot effectively study the impacts of the project without an accurate accounting of future train traffic.

Further, if BNSF and Metro still consider the train movement projections in Tables 2-1 and 2-2 accurate, the EIR should include a mitigation measure capping train traffic at approximately those levels. Absent such a limitation, any increase in train traffic beyond the analyzed volumes could render the EIR’s conclusions invalid.

### **3. Apparent inaccuracy of stated train traffic projections.**

Aside from not providing any factual basis for the numbers presented, the EIR appears to grossly understate future train traffic volume. In its description of future operations at the Malabar Yard, the EIR states that improvements would “increase operational efficiency for BNSF because merchant train traffic would be redistributed from the north Entrance of Malabar Yard to the east entrance.” (Final EIS/SEIR, Appendix Q, p. 2-4). However, the estimated future train movements for the north and east entrances presented in Table 2.1 and Table 2.2, respectively, do not reflect such a redistribution. Table 2.1 shows an estimated reduction in total weekday train movements from 20 movements to 3 movements in the first four years following completion of the Malabar Yard Mitigation. However, Table 2.2 does not show a proportionate increase in traffic train movements from the yard’s east entrance. Upon completion of the 46th Street Connector, Table 2.2 estimates that there will be a total of just 10 movements at the east entrance, though there will be a reduction in 17 movements at the north entrance.

Moreover, what has been provided is clearly flawed. The EIR assumed train movements will occur during the five-day work week and six train movements per day would occur into and out of Malabar Yard using the northern entrance across Pacific Boulevard on the Harbor Subdivision. (Final EIS/SEIR, Appendix Q, p. 2-5). However, Table 2-1 makes the erroneous assertion that train movements would be reduced to 0.5 per day. **Six train movements per day divided by five weekdays is 1.2 train movements per day, not 0.5 per day. This flaw is carried through the**



**entire EIR, and it overestimates the Malabar Yard Mitigation's benefits in a way that misleads the reader.**

#### **4. Inadequate analysis of projected train lengths.**

The EIR describes the Malabar Yard Mitigation in terms of increases in train movements, but does not properly quantify the potential increase in train lengths. In describing the “future operational characteristics” of trains along the proposed 46th Street Connector, the EIR suggests that “typical train lengths” will be 2,000 feet to 4,000 feet (Final EIS/SEIR, Appendix Q, pg. 2-9), whereas existing typical train lengths are up to 1,250 feet. Based on the project increase of 10 weekday train movements per week, this means that there could be an additional 27,500 feet (approximately 5.24 miles) of trains moving across 46th Street Connector in a given week. Analyzing project impacts in terms of train movements rather than train lengths conceals the true scope of increased train traffic associated with this Project. Moreover, the EIR uses wide ranges of train lengths that make it difficult to quantify such impacts. There is a marked difference between the impacts of a train that is 2,000 feet (0.38 miles) versus 4,000 feet (0.76 miles) long. The EIR analysis is frankly incomplete if it does not accurately consider the length of the trains that will be passing through the Malabar Yard and 46th Street Connector.

Further, the EIR notes that “[i]f commercial demand increases during future operations, BNSF will add train cars to train sets traveling out of the east entrance; therefore, train volumes would remain constant through 2040, and no increase in train movements would occur through 2040.” (Final EIS/SEIR, Appendix Q, pg. 2-5.) The EIR does not provide estimates on how long trains could extend if required by an increase in commercial demand. Moreover, this assertion is entirely speculative as BNSF will not commit to any particular train length or frequency of movements.

#### **b. Air Quality**

As detailed below, the Air Quality analysis for the Malabar Yard Improvements are technically deficient and do not properly account for impacts on sensitive receptors in the vicinity of the Malabar Yard, including a church, residences and an LAUSD elementary school. The City engaged air quality experts at Urban Crossroads to closely review the EIR's air quality analysis. (See, Urban Crossroads, Malabar Yard Railroad Improvement Air Quality Impact Analysis Peer Review (“AQ Peer Review”), dated October 10, 2025, attached hereto as Exhibit “C”.) Expert analysis highlighted, among other things, the following failures in the EIR's methodology and findings:

## **1. Failure to evaluate localized emissions**

Section 3.5 of Appendix Q evaluates impacts related to air quality and global climate change. In its analysis of criteria air pollutants, Appendix Q compares the projected emissions from the Malabar Yard against federally set General Conformance *De Minimis* thresholds, rather than regional thresholds established by the South Coast Air Quality Management District (SCAQMD).

Generally speaking, CEQA mandates that EIRs measure air quality impacts against regional or local air quality standards, such as those set by SCAQMD. (See, CEQA Handbook, Appendix G.) Indeed, Mitigation Measure AQ-3 for the larger Link Union Station project requires rail operators to keep criteria pollutant emissions below the significance thresholds set by SCAQMD — rather than those set by the federal government. (Final EIS/SEIR, Appendix G, p. 69.)

Without measuring project impacts against regional air quality standards, the EIR fails to properly quantify significant impacts and identify potential mitigation measures to reduce those impacts. Therefore, the EIR must be updated and recirculated to incorporate an analysis of air quality impacts against SCAQMD standards. (See, Air Quality Impact Analysis, pp. 1-2.)

## **2. Failure to identify and evaluate impacts on nearby sensitive receptors**

The EIR must study the Project's potential to expose sensitive receptors to substantial pollutant concentrations. (See, CEQA Handbook, Appendix G.) The EIR identifies three sensitive receptors within the vicinity of the Malabar Yard improvements, including the Vernon City School (Vernon's only school) and residents along 53rd Street and Furlong Place. The EIR does not, however, analyze potential impacts on those sites because they are deemed to be located more than a quarter mile from the Project. (Final EIS/SEIR, Appendix Q, pp. 3.5-13; EIS/SEIR Response to Comments, Volume III, pp. 29-30.)

The EIR's analysis of impacts on sensitive receptors is inadequate for the following reasons.

### **i. Distance threshold is arbitrary and does not comport with SCAQMD guidance.**

The EIR arbitrarily and improperly applies a quarter-mile screening radius without clearly explaining why that distance was selected. SCAQMD does not impose such a strict screening radius when analyzing impacts on sensitive receptors. In its prior guidance, SCAQMD "recommended that the AQMD be consulted to obtain facility-specific emissions information and accepted assessment methods for determining relative exposure and health risk for proposed

projects.” (See, SCAQMD, “Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning”, May 6, 2005, p. 2-4. [https://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf?sfvrsn=9e021c61\\_4](https://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf?sfvrsn=9e021c61_4).)

The EIR must explain why the quarter-mile screening radius was selected. Given the increase in train traffic and idling in the area, air quality impacts may very well extend beyond the quarter-mile threshold applied in the EIR analysis.

We also note that the quarter-mile (or 1,320 feet) threshold appears to have been deliberately chosen to very narrowly exclude analysis of the nearby Vernon City School (alleged to be 1,350 feet away) and the Residences at 53rd Street (alleged to be 1,325 feet away). (Final EIS/SEIR, Appendix Q, pp. 3.5-13.) This is improper given that the Malabar Yard is located less than 1,000 feet from these sensitive receptors.

**ii. Impact radius appears incorrectly drawn.**

Even if the quarter-mile radius were proper, the EIR does not accurately measure the distance between sensitive receptors and the expected emission sources. As shown in Figure 3.5-1 of Appendix Q, the EIR appears to center the quarter-mile radius from the 49th Street intersection and from certain portions of 46th Street. (Final EIS/SEIR, Appendix Q, pp. 3.5-15.) However, this Project will introduce mobile emission sources along the *entire length* of the Malabar Yard and across the 46th Street connector. As is obvious in Figure 3.5-1, portions of the Malabar Yard tracks come much closer than a quarter mile to the residences and Vernon City School. For example, in some instances, increased train traffic would likely pass approximately 750 feet (approximately 0.14 miles) from the Vernon City School. (See, AQ Peer Review, p. 3.) Therefore, even assuming a quarter-mile radius, the school and residences fall squarely within the impacted area, and the EIR must be updated and recirculated to include a full analysis of the air quality impacts on those sensitive receptors.

**iii. Other sensitive receptor sites have not been properly considered.**

The EIR also omits key sensitive receptor sites that would be impacted by increased activity at the Malabar Yard:

- **Stacy Medical Center**, 4580 Pacific Blvd, Vernon, CA 90058

The City’s only health care facility is located approximately 200 feet from project construction and operations at the Malabar Yard site.

- **Holy Angels Church of the Deaf**, 4433 S Santa Fe Ave, Vernon, CA 90058

This church is immediately adjacent to the Vernon City School, and frequently holds on-site services and community events for parishioners.

- **Nearby Factories**

There are a number of factories in close proximity to the Malabar Yard where factory workers would be exposed to heightened air pollutants during their 8-hour shifts. (See, AQ Peer Review, p. 3.)

In order to properly study the air quality impacts of the Malabar Yard improvements, the EIR must be updated and recirculated to address impacts on these additional sensitive receptor sites.

### **3. Failure to consider emissions from idling trucks and passenger vehicles**

As set forth in Table 3.5-6, the EIR expects an overall reduction in criteria air pollutant emissions where more-efficient rail trips offset long-haul trucking trips. (See, AQ Peer Review, p. 3.) As a peer review of the EIR's air quality analysis points out, however, the modeling does not account for expected increases in train idling times at the Malabar Yard as storage capacity grows and more rail traffic is diverted. In order to accurately show Project impacts, the air quality analysis must be updated and recirculated to address the expected increase in train idling at the Malabar Yard.

### **4. Use of outdated emissions models**

Appendix Q uses CalEEMod (Version 2016.3.2) to calculate construction emissions, even though CalEEMod Version 2022 was available at the time the modeling was performed. Because there were material changes to the model between 2016 and 2022, the figures presented in the EIR should be re-run with the latest available model to improve the accuracy of the figures presented. (See, Air Quality Impact Analysis, p. 4.)

#### **c. Traffic / Transportation**

The City engaged traffic and transportation experts at Lochner to closely review the EIR's analysis. (See, Memo re: Technical Adequacy of Link US FSEIR Responses to City of Vernon Transportation

Comments, dated October 22, 2025, attached hereto as Exhibit “D”.) This analysis identifies a number of significant flaws in the EIR, as explained in detail in the report.

**d. Noise / Vibration**

As detailed below, the Noise analysis for the Malabar Yard Improvements are technically deficient and do not properly account for effects on sensitive receptors in the vicinity of the Malabar Yard, including a church and LAUSD elementary school. The City engaged noise experts at Urban Crossroads to closely review the EIR’s air quality analysis. (See, Urban Crossroads, “Environmental Evaluation For Malabar Yard Railroad Improvements - Noise Section 3rd Party Review” (“Noise Peer Review”), dated October 20, 2025, attached hereto as Exhibit “E”.) This analysis identifies a number of significant flaws in the EIR, as explained in detail in the report.

**e. Public Safety**

To address safety impacts, the EIR vaguely states that “further coordination with CPUC and the City of Vernon is required,” without providing any additional details about what coordination might be necessary. (Final EIS/SEIR, Appendix Q, pp. 3.14-22.) Without such information, the EIR cannot accurately conclude that the impacts will be less than significant. Furthermore, as has been stated by the Vernon Police Department, no coordination has occurred between the Police Department and Metro to identify the impacts on emergency response times caused by the Malabar Yard Mitigation. The Police Department prides itself on meeting its standard average of 3.5 minutes per response, but the Malabar Yard Mitigation causes a significant and unavoidable impact to response times. This impact is unacceptable to the Police Department and endangers lives.

**f. Land Use**

The EIR fails to properly analyze the land use impacts of the Malabar Yard expansion in the following ways:

**i. Bifurcation of City’s central hub.**

Taken together, the closure of 49th Street and the expansion of the rail crossing at 46th Street would effectively bifurcate a key civic and business hub of the City. In describing the 49th Street closure, the EIR states that “the street closure is located in a primarily industrial area adjacent to the Malabar Yard with no residential uses or established communities in the vicinity.” (Final EIS/SEIR, Appendix Q, pp. 3.2-34.) This cursory description of the area surrounding the Malabar

Yard belies the importance of this area to the City. As mentioned above with respect to Air Quality, the Malabar Yard is in close proximity to the City's only school, its only residential center, and its only 24/7 medical care facility. In addition, the Malabar Yard is within approximately 1,000 feet of the Vernon City Hall. The closure of 49th Street and increased traffic blockage along Pacific Boulevard caused by the 46th Street crossing would effectively cut off access from the eastern half of the City to essential public services in the west for extended periods of time throughout the day. This major impact must be more carefully studied as part of the EIR.

Further, the EIR states that the 46th Street crossing "would facilitate safe pedestrian, bicycle, and vehicular access and connectivity and would not inhibit access to surrounding properties." (Final EIS/SEIR, Appendix Q, pp. 3.2-34.) Given that the goal of the 46th Street crossing is to facilitate increased train traffic, it is unclear how it would not "inhibit access" to surrounding properties. Without further analysis and explanation, this conclusion cannot be the basis for finding no significant impact under the EIR.

## **ii. Amendments to General Plan and zoning classifications.**

The EIR states that the City would need to change existing General Plan and zoning classifications to accommodate the proposed design options for both the 49th Street closure and the 46th Street connector. (Final EIS/SEIR, Appendix Q, pp. 3.2-17.) Despite this, the EIR claims that "no direct adverse effects would occur because the properties would still be usable after implementation of the railroad improvements at this location and the potential land use entitlements mentioned above are administrative procedures that would support the continuation of movement of goods and people along roadways and railways in the City." (Final EIS/SEIR, Appendix Q, pp. 3.2-17.)

In addition to being conclusory, Appendix Q's analysis of the land use impacts of the Malabar Yard improvements are not based in fact. In meetings and correspondence, the City and business owners have repeatedly told Metro that the railroad improvements—and the accompanying traffic impacts—would have serious negative impacts on business operations in the immediate vicinity of the Malabar Yard and beyond.

Further, the General Plan and zoning amendments mentioned above would not be mere "administrative procedures." Rather, they would require close study by City staff and the City Council, and cannot at this time be considered a foregone conclusion.

### **III. Alternatives Analysis**

Section 1.1 of Appendix Q of the EIR sets forth a cursory consideration of alternative sites for the addition of train storage. As described below, the EIR did not sufficiently study feasible alternative storage locations within nearby existing BNSF yards.

#### **a. Inadequacy of the proposed Project to meet the stated mitigation objectives**

The EIR claims that the Malabar Yard improvements and accompanying closure of 49th Street would mitigate the loss of freight storage at the BNSF West Bank Yard. Specifically, the EIR states that “[c]losure of the at-grade railroad crossing at 49th Street would accommodate BNSF storage capacity at the BNSF West Bank Yard by approximately 3,350 track feet.” (Final EIS/SEIR, Appendix Q, p. 2-1.) Yet, the Link US Project is expected to result in a loss of 5,500 track feet of freight rail storage at the BNSF West Bank Yard. (Final EIS/SEIR, Transportation, p. 3.3-67.) As the EIR indicates, BNSF would still lose 2,150 feet of track even with the Malabar Yard improvements. (Final EIS/SEIR, Transportation, p. 3.3-69.) Given that the Malabar Yard improvements would only replace approximately 60 percent of the track being lost, it is not sufficient mitigation for the operational impacts at the BNSF West Bank Yard.

#### **b. Metro did not properly analyze feasible alternatives.**

As noted above, the City has engaged Gary Hunter of RII, a train expert with more than 45 years of experience working in the railroad industry, including advising on BNSF yard and terminal operations. Pursuant to an analysis of BNSF operations at the Malabar Yard and surrounding train yards, BNSF likely would have ample storage space at the existing Malabar Yard and other BNSF facilities to relocate displaced trains from the BNSF West Bank Yard, without having to close 49th Street. (See, RII Report.)

### **IV. Conclusion**

Given the significance of the Link US Project, the City respectfully requests a continuance of the Board’s consideration of the EIR so that the Board has sufficient time to carefully consider these comments and those submitted by others. The Final EIR makes numerous changes to the Draft EIR that the City has been forced to evaluate in mere days. Yet, Metro took nearly a year and a half to release the Final EIR following the initial comment period for the Draft EIR. The City has asked for additional information from BNSF, including in the City’s letter to Metro dated October 6, 2025, but has repeatedly been rebuffed. The City is undertaking this work at its own expense



for BNSF's benefit, but BNSF is not even at the table to discuss its operations so that the City can evaluate appropriate options.

Should the Metro Board not defer consideration of certification of the EIR, the City submits that the Board must remove the improper Malabar Yard Mitigation. In the spirit of cooperation, the City has proposed the following options to achieve this result without burdening the larger Link US Project:

- Remove Mitigation Measure TR-3, the Malabar Yard Improvements, and Appendix Q of the SEIR, and make findings that the disclosure of the potential loss of freight storage space at the West Bank Yard and the planning document inconsistency are provided for informational purposes, but they are not an environmental impact that requires mitigation under CEQA.
- Remove Mitigation Measure TR-3, the Malabar Yard Improvements, and Appendix Q of the SEIR, make findings that no feasible mitigation currently exists to offset the inconsistency with the Mobility Plan, and deem the inconsistency significant and unavoidable that must be addressed in the statement of overriding considerations. The Malabar Yard is not feasible as additional storage space (although we believe there is currently storage capacity) because Metro cannot obtain the needed approvals from the City of Vernon to implement the Malabar Yard Improvements.
- Remove the Malabar Yard Improvements and modify Mitigation Measure TR-3 as follows: "Metro shall work cooperatively with BNSF and surrounding jurisdictions to identify additional locations for freight train car sets that may no longer be able to be stored at the BNSF West Bank Yard. If a mutually acceptable location is identified, Metro, BNSF, and the affected jurisdiction shall enter into an operating agreement governing the terms of use that prevents impacts to the affected jurisdiction. Metro and BNSF must obtain all necessary permits, approvals, and real estate from the affected jurisdiction(s). The timing for implementation and operation of this mitigation measure shall be mutually agreed upon Metro, BNSF, and the affected jurisdiction(s)." We feel this mitigation is both feasible and consistent with the motion adopted by the Executive Committee.

The City remains willing to cooperate with Metro and BNSF on feasible alternatives, including appropriate alterations to the Malabar Yard that would increase its capacity. The City is willing to continue its coordination after the SEIR has been certified without the Malabar Yard Mitigation.



Should Metro fail to revise the EIR as requested, the EIR will remain inadequate under CEQA. The City therefore objects to certification of the EIR in its current form, and to any further action on the Project until the necessary and proper environmental review has been completed, and all potential impacts have been analyzed, disclosed, and properly mitigated.

In short, if the SEIR is certified with the Malabar Yard Mitigation, the City will have no choice but to explore potential legal options to protect its community from the Project's significant environmental impacts.

The City reserves its right to submit additional comments as deemed appropriate. Should you have any questions, please do not hesitate to contact me.

Very truly yours,



Nicholas R. Ghirelli

cc: Honorable Mayor and City Council  
Brian Saeki, City Administrator  
Zaynah Moussa, City Attorney

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**EXHIBIT "A"**

Railroad Industries Incorporated Report

**Review of  
"Link Union Station Draft Environmental Impact  
Statement/Supplemental Environmental Impact Report"**

**Prepared For:  
The City of Vernon, California  
4305 S. Santa Fe Ave. Vernon, CA 90058**



**Report Date: October 17, 2025**

**Prepared By:**

**Railroad Industries Incorporated**  
*Full Service Transportation Consulting*

**8098 Anselmo Ct. Reno, NV 89523  
(775) 825-6570**

**[www.railroadindustries.com](http://www.railroadindustries.com)**

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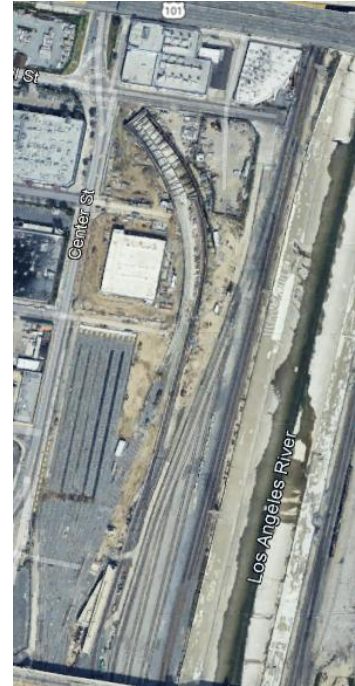
## Executive Summary

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### Background

The Los Angeles Metropolitan Transit Authority (Metro) and California High Speed Rail Authority (CHSRA) are expanding rail service operations and infrastructure in the Los Angeles area. This includes an expansion of the Los Angeles Union Station in a new location that will require the removal of 5,500 feet of track currently owned and used by BNSF Railway (BNSF) to store empty intermodal flat cars.

Metro proposes to replace BNSF's lost storage capacity in a manner that maintains the current freight flows and smooth operations in the area. Metro has approached the City of Vernon with a proposal to use BNSF's under-utilized Malabar Yard located in Vernon, outside Los Angeles, about 3.05 miles south of where the tracks are to be removed for the new Link Union Station (LUS). Metro has requested that a large at-grade railroad crossing at 49<sup>th</sup> Street be closed to connect two portions of Malabar Yard. In addition, BNSF would like to build a connector track along 46<sup>th</sup> Street to connect Malabar Yard with Los Angeles Junction (LA Jct.) Yard. This connection would utilize other existing tracks within Vernon to allow trains to flow directly between the two yards.



Metro has released a Draft Environmental Impact Statement (EIS) for the entire project, including the proposed modifications in Vernon.

### Purpose

The purpose of this report is to review this Draft EIS and determine if the impacts to the City of Vernon have been thoroughly examined and mitigated, including but not limited to scale and breadth of impacts, any additional impacts not examined, additional mitigations needed and alternatives to the Metro proposal.

Railroad Industries Incorporated (RII) inspected the area on September 30 and October 1, 2025 including the proposed construction areas at Malabar Yard, 49<sup>th</sup> Street and 46<sup>th</sup> Street, intersections throughout the city between the two yards, as well as the West Yard, Hobart Yard, Commerce Yard and LA Jct. Yard.

In order to perform this assessment, RII reviewed the following documents:

Link US Draft Environmental Impact Statement Supplemental Environmental Impact Report
Appendix G - Air Quality and Global Climate Change Assessment and Health Risks Assessment
Appendix D - Community Impact Assessment
Appendix E - Traffic Impact Assessment
Appendix F - Visual Impact Assessment
Appendix H - Noise and Vibration Study
Appendix O - Economic and Fiscal Impact Assessment
Appendix Q - Environmental Evaluation of Malabar Yard Mitigation
Appendix R - Coordination and Outreach Plans
City of Vernon Notice of Preparation Draft Environmental Impact Report and Public Scoping Meeting for Vernon Wsetside Specific Plan April 20, 2022
City of Vernon Website
Link Union Station Project - City of Vernon Coordination Meeting March, 6, 2025

In addition, RII examined the mitigations and alternatives and developed several other alternatives to the proposed option. RII has made some recommendations for the City of Vernon for further study and negotiation to assist with its discussions with Metro.

### Summary of Findings

The City of Vernon has such a bustling industrial history, that it is easy for others to forget that it is an evolving city. It may be small in comparison to Los Angeles, but it has come a long way during the last decade toward modernizing, cleaning up the city and diversifying its economy, residence options and plans for the future. The current city council has gone to extreme efforts to improve the attractiveness of the city, draw in new industries, expand housing opportunities and voter pools, and truly grow into the modern post-industrial era.

The City recognizes that BNSF is one of its valued industries in the city and appreciates its service to Vernon's existing rail-served customers. The City supports rail and intermodal development as host to BNSF largest intermodal yard, Hobart Yard on its east side. The city is also well aware of the numerous rail assets throughout the city that BNSF inherited with LA Jct. Vernon understands what operations would be best for BNSF and utilization of its own assets and capacity, but Vernon has to consider a bigger picture. Vernon has to consider the whole city, all including 95% of industries not served by rail, all of the 55,000 employees, service personnel and carrier drivers working in the city every day, the small but growing population of residents and the quality of life, work, safety, and future for all of these stakeholders.

Metro's obligation to BNSF is to provide just compensation for what it is taking, not to provide infrastructure investment to a private freight railroad. If improved freight

movements are a consequential boon of Metro's obligation, that would be great. However, implementing improvements beyond those proposed to compensate BNSF directly for the loss of a specific number of storage spaces at the expense of another party is beyond the scope of Metro's project, obligation and authority.

Metro also has the prerogative and flexibility to negotiate with BNSF in many ways regarding its own vast properties, jurisdictions, privileges and intersections where the two major railways meet throughout the state. It can work out creative deals to make both parties winners as they grow the transit and freight operations in California. However, Metro cannot force its own obligations to BNSF upon other stakeholders to shoulder the burden. The City of Vernon has nothing to do with Metro's new station plans three miles away in a different city. Metro and BNSF's negotiations regarding this facility are between those two parties.

The City of Vernon should have been asked for its input as soon as the idea for utilizing its assets and impacting its community were under consideration. If the City of Vernon had been included in the discussions regarding Malabar Yard and 46<sup>th</sup> Street connection before these ideas were studied, it could have helped direct the studies to ensure they included all potential negative impacts to Vernon for safety, traffic, health, air quality, economic development, etc. and it also could have fully examined alternatives. The way it unfolded appears as if the deal was made solely between Metro and BNSF, knowing that Vernon would object, so it was quickly pushed through as a revised plan and the "only option" that would allow the Metro project to move forward to prevent objections.

The key is that there are alternatives. This grand proposal to burden Vernon with all of these traffic impediments is completely unnecessary for BNSF to continue its operations as they always have. Replacing 5,500 feet of empty flatcar storage is not as difficult as the EIS implies (or 3,350 feet as it implies is enough). There are alternatives, which were not thoroughly looked for, let alone examined in detail. RII has illustrated some of these options, but they are by estimates only, have not been explored in engineering detail and by no means exhaust all of the potential alternatives.

This is effectively a merger of two previously unconnected railroads and the town of Vernon evolved around the experience and assumption that full trains were never moving through it. There were ever only slow moving switching trains serving its industries. What BNSF is attempting to do here is merge the previously separate operations to streamline its own regional operations, which would be devastating to the city of Vernon. BNSF has been trying to get the city to approve connecting these yards for the last 20 years, and the answer is still "No."

The Draft EIS itself falls short in numerous areas:

- a) Old data is used for traffic which skews the results and makes the impacts measured irrelevant.
- b) The impacts of actually moving the trains were completely overlooked or intentionally omitted.
- c) Train impacts left out include all of the following at a minimum:
  - a. additional traffic intersections affected by the trains
  - b. additional roadway segments affected by the trains
  - c. air quality impacts from increased idling of vehicles delayed
  - d. economic impacts of increased traffic delays and congestion
- d) Where adverse effects were acknowledged, many provided no mitigation or minimal attempt at mitigation.
- e) Several mitigation strategies mentioned are essentially a simple commitment to be compliant with any laws without any actual mitigation for the negative impact.
- f) Several mitigation strategies mentioned requiring coordination with California Public Utilities Commission (CPUC) and City of Vernon, meaning there is no mitigation and the burden is either on the City to suffer it or mitigate itself.
- g) Several aspects of the project require approvals from outside authorities for components that are unlikely to be approved as is and the project should not move forward until such issues have been resolved.
- h) There are numerous misstatements and fallacies in the EIS where sufficient details were not provided to support them.
- i) There were several instances where the language in the EIS convoluted the reality of what the impacts would be that could be due to any of the following:
  - a. Simple but broad innocent mistakes and accidental omissions of important details and impacts
  - b. Genuine ignorance of how the specific language and omissions skewed the perspective
  - c. Intentional use of language to deflect from attention on certain issues, to justify predetermined actions, to imply impacts are less than they are, to distract from the very specific impacts to the City of Vernon, to exaggerate benefits that are not relevant and to
  - d. A combination of any of the above that truly had a misleading and catastrophic impact on the assumptions and results of this study.
- j) Lack of involvement of the City of Vernon itself in identifying parameters for the study, alternatives and updated data points.
- k) Old environmental standards were used. Any changes that will have this much impact on a community need to be using the modern standards that were developed in 2018.



## Introduction

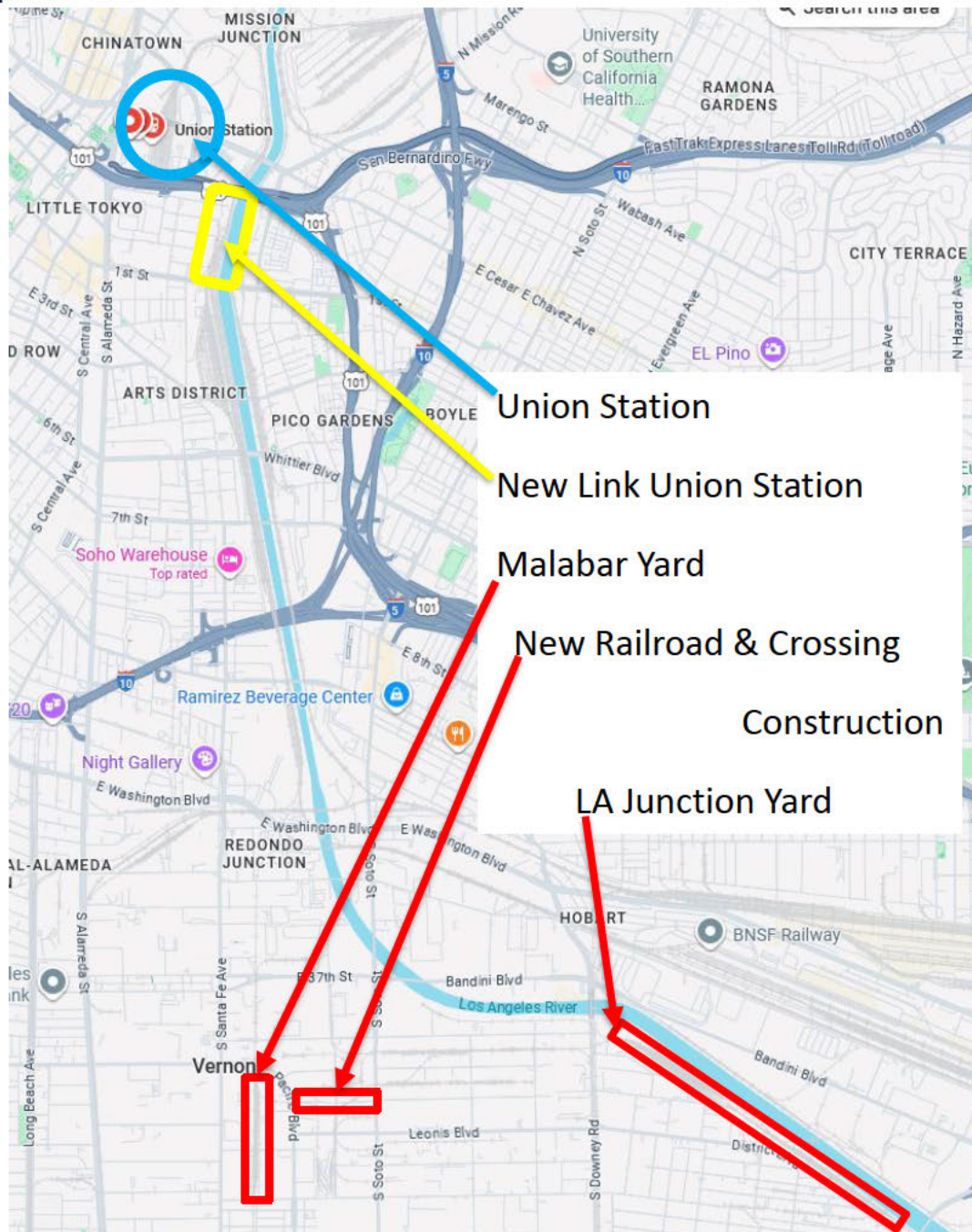
### Link Union Station Plans

The Link Union Station (LUS) has been in the works for over a decade. Passenger ridership was studied to estimate an increase of 100,000-200,000 passengers per day by 2040. This station connects the LA region to Amtrak's national network, as well as connecting six California counties for commuters and general local mobility. In order to plan for the expected growth, the LA Metropolitan Transit Authority (Metro) and California High Speed Rail (CHSRA) partnered to develop the LUS Project, which will expand Union Station with another location called LUS approximately 2,000 feet southwest from Alameda Street between Center Street and the LA River. Construction of the new facility is proposed to increase regional/intercity rail capacity, improve transit connectivity and make way for the planned high-speed rail system at the previous facility.





From the project's official public notice in 2016 through most of 2020, the project proceeded through public notices, stakeholder discussions and changes in project ownership. Abruptly in September 2020, a revised plan was posted regarding "minor changes" including 1) closing the 49<sup>th</sup> Street crossing through Malabar Yard in Vernon to vehicle traffic as "the only option" for replacing BNSF's storage tracks at the new LUS and 2) construction of new track and railroad crossing along 46<sup>th</sup> Street in Vernon to connect Malabar Yard to LA Jct. Yard. Both of these changes have major impacts on the City of Vernon and its own traffic, safety, air quality and economic development prospects.



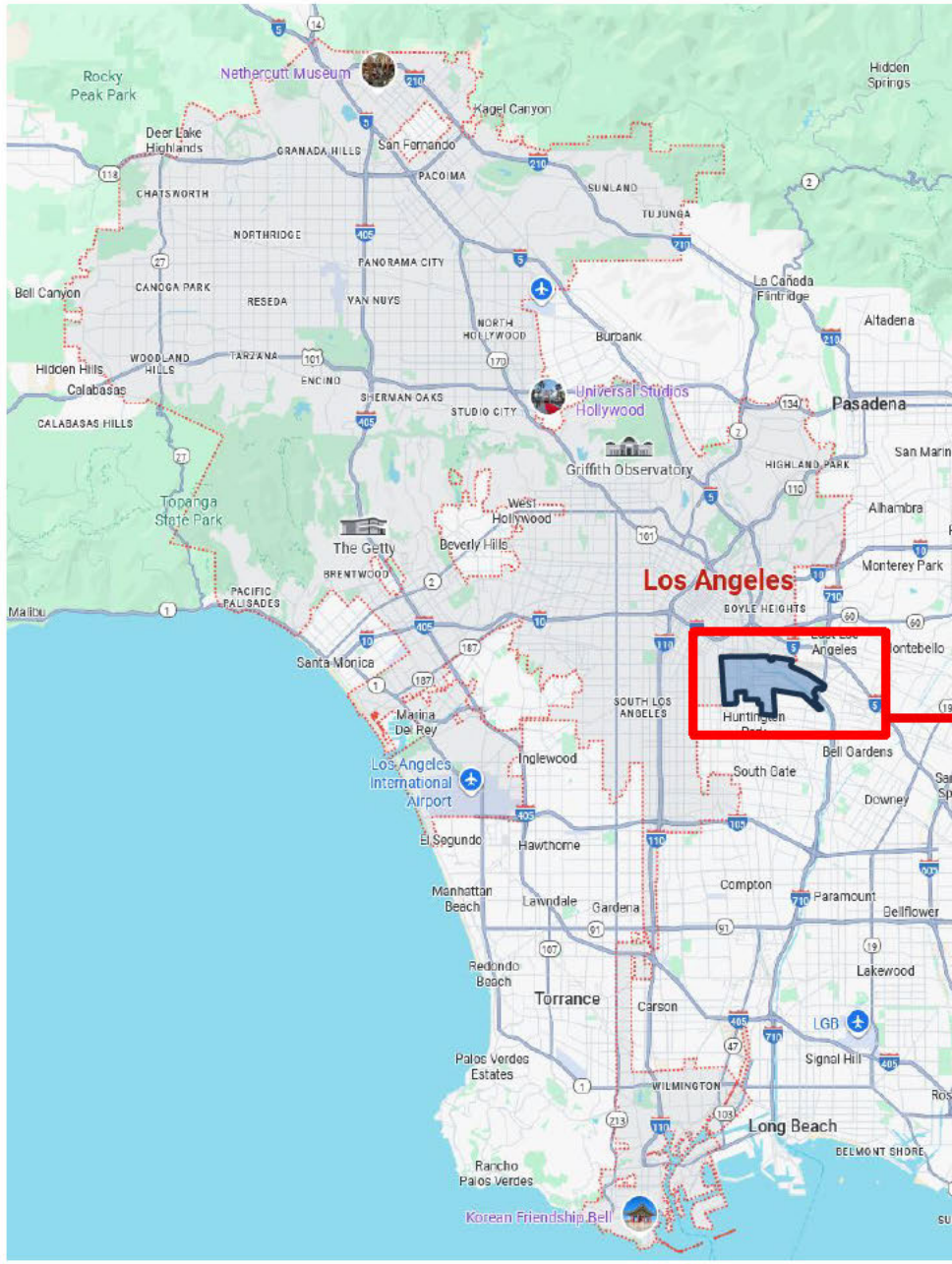
## City Of Vernon Now and Future

The City of Vernon is an independent municipality located adjacent to Downtown Los Angeles, on its southeast side. The entire city is only 5.2 square miles, including .2 miles of the Los Angeles River. Although there are only just over 200 residents at this time, there are over 1,800 businesses and up to 50,000 employees of those businesses. According to the Economic Policy Institute, this equates to almost 159,000 additional indirect jobs for suppliers and another 301,000 induced jobs from their general spending. Businesses in the City of Vernon directly employ up to 50,000 people commuting every day, including personnel contracted to work in Vernon from outside agencies. By adding the daily number of service personnel providing services within the city to its 1,800 businesses on a given day, truck and passenger vehicles commuting through the City, as well as the extensive ongoing transportation traffic (inbound materials and outbound product) for Vernon's heavy manufacturing base, Vernon has estimated current daily traffic exceeding 55,000.

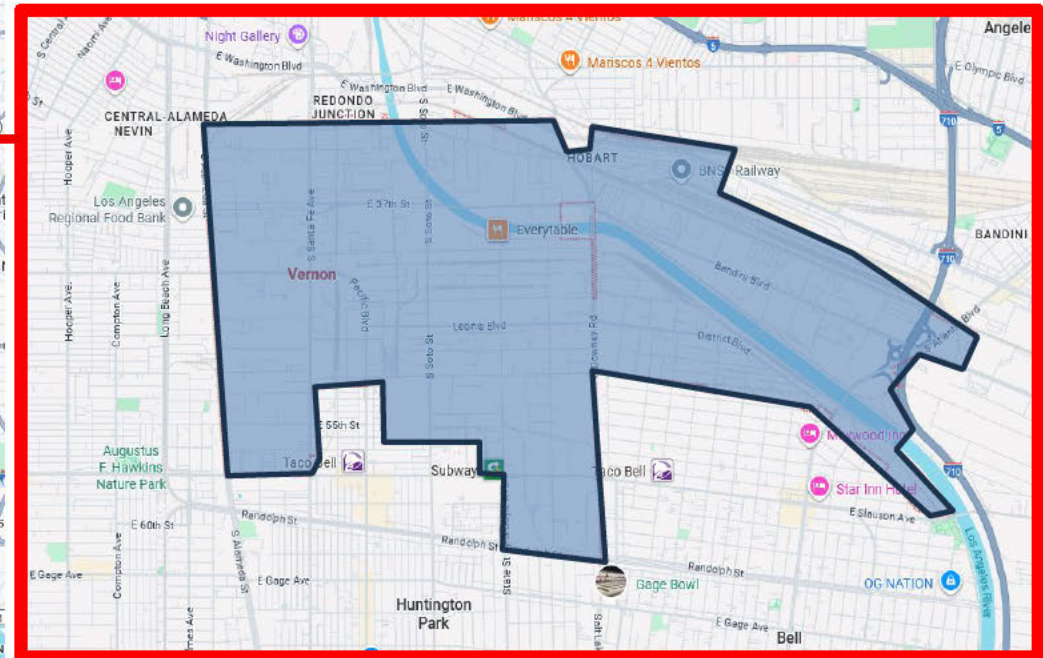
Throughout its history, from its rancher beginnings and incorporation as a city outside Los Angeles in 1905, the city of Vernon has fostered industry. The city has been able to attract and keep companies through business and industrial friendly city policies, low cost power and development direction.

Today, Vernon has its own municipal health department that specializes in industrial issues. It has a police force and its own light and power generation facility, ensuring lower competitive rates for its own industries. In October 2020, it kicked off planning for the Westside Project. The identification of opportunities and constraints took place in early 2021, leading into an extensive stakeholder engagement process. Between February 2021 and November 2022, a series of seven Stakeholders Advisory Committee (SAC) meetings were held. The Environmental Impact Report (EIR) scoping period occurred from April 20 to May 20, 2022, including a public scoping meeting. The process concluded with a public hearing and zoning amendment adoption in Summer 2023, marking the culmination of a comprehensive, multi-year planning and community engagement effort. Those zoning amendments were the cornerstone of the City's Housing Element Update which was recently found to be in compliance with State Housing and Community Development requirements.





Vernon is almost surrounded by the greater Los Angeles city, bordered by Alameda Ave, on its west side, Downtown Los Angeles on its north side, City of Commerce on the east side and residential community of Huntington Park to the south. Even though it provides most of its own services, because it is completely bound by congested development on all sides, it must plan for its own development based on what is going on in the neighboring cities. Its West Side Specific Plan is one of those strategies, paying close attention to development patterns surround the city.



## Issues

The LUS Plan abruptly made changes on 2020, suddenly stating that it would require major changes to the City of Vernon's streets:

- 1) Permanently closing one of its main crossings (49<sup>th</sup> Street)
- 2) Adding a new dangerous at-grade crossing (46<sup>th</sup> Street)
- 3) Taking property along 46<sup>th</sup> Street to construct a connector track between Malabar Yard and LA Jct Yard, which harms Vernon's industries
- 4) Increasing train traffic (all Exxon traffic) directly through the city versus going around the city as it currently does.

Vernon does not approve these changes to the plan. It is not involved in the development of the LUS within the city of Los Angeles, nor the discussions with BNSF that resulted in these decisions. The entire Draft EIS for the LUS was developed and put out with numerous deficiencies:

- A) Almost all data used to determine "impacts" are extremely old, especially the traffic data for Vernon, which was from 2020 (during COVID-19 shutdowns) or from even earlier 2015. Vernon has had immense traffic growth since those times.
- B) No impacts were measured for the City of Vernon for the new trains that will pass directly through the city under the proposed plan between the two yards. Trains have not moved through this area in many years and increasing train traffic directly through the city increases traffic delays, air quality issues, economic growth concerns, safety hazards, noise pollution and city aesthetic issues. Increased operations at LA Jct. would also have an impact on water quality at the river.
- C) Alternatives to Malabar Yard as the "only option" to replace the storage were not thoroughly explored. The reasons were taken at face value from BNSF, who has a vested interest far beyond replacing the storage tracks in connecting Malabar Yard to LA Jct. for its own operational benefits. No analysis of space, traffic growth, traffic diversions, etc. was performed to compare other options.
- D) Malabar Yard does not solve the train length issue for BNSF anymore than any other option.
- E) There are material facts misrepresented in the Draft EIS implying that more track is needed than is true and that the 46<sup>th</sup> street connector to Malabar Yard is "necessary" for the LUS project, when it has nothing to do with that project.
- F) The LUS project as presented currently in the Draft EIS directly conflicts with the development plan already in progress with the City of Vernon, and appeasing BNSF at Vernon's expense is not acceptable. The 2020 "changes" to the LUS Plan that directly involve the City of Vernon are not welcomed by Vernon.

## ***Metro's Rationale for Changes***

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The reason provided for the 2020 changes to the LUS Plan that involve Vernon is to “replace 5,500 feet of storage capacity” to BNSF because of property and track that will be taken at the new LUS facility. The LUS Plan at the new location will remove the north end of BNSF’s West Yard along the river. This yard is currently used to store intermodal flat cars waiting to build intermodal trains in nearby Hobart Yard.

### Existing BNSF West Yard

BNSF currently owns four tracks on the property that it uses to store empty intermodal flat cars. The total trackage owned by BNSF in the West Yard is over 31,000 feet; however, some of this trackage is access lead and access tracks for each of the actual four storage tracks in the yard. After allowing clearances for accessing each track, RII agrees with the assessment that there are approximately 30,145 feet of actual storage capacity. The longest track will allow a single train set up to 7,950 feet long. The following statements in the Draft EIS are false:

*BNSF West Bank Yard can accommodate a continuous 9,000-foot-long trainset in any of the four storage tracks (EIS page 3.3-27)*

*The existing BNSF West Bank Yard can accommodate up to an 8,000-foot-long trainset in any of the four storage tracks. (Appendix Q-Alternatives page 1.1-10)*

The only way to get a 9,000-foot long complete train set on the West Yard would be to fill one track all the way up the north lead that accesses the tracks, cutting off the other three tracks of the yard.

Existing storage capacity by track in the West Yard is as follows:

Track 1 (riverside) = 7950 feet  
Track 2 = 7650 feet  
Track 3 = 7450 feet  
Track 4 = 7095 feet  
Maximum storage 31,145 feet

These figures are corroborated by the “railroad professional” measurements of car storage capacity and the historical cars stored measurements in the EIS pages 3.3-67-69. These same historical aerial images were measured by RII and verified. It is possible that this language is a simple mistake by different writers of the EIS understanding the difference between track feet and storage capacity.





Much of the track feet is excluded from the actual storage capacity because it must remain clear for safety and access to the other tracks. In the image above, only the green portions are included in the car storage capacity measurements. Similar clearances are assumed for all measurements in this report.

One point to clarify from the approach taken in the EIS is that intermodal trains are of various lengths depending on their destination and BNSF picks up as many cars as it needs for a given movement. For example, although a 7,000-foot track may be full with 104 cars (approx. 67 feet per car), if BNSF is sending an 80-car train, it uncouples what it needs to load and moves only the 80 cars in a set. If it needs 120 cars and has two tracks with 60 cars each, it can pull out, switch tracks and attach the rest it needs. There is extra time involved for the switch, but it does not involve a whole train movement back and forth between the yards. Today, if BNSF wants a 9,000-foot trainset pulled into Hobart Yard, it will require hooking up cars from two track in West Yard anyway as none of those tracks hold 9,000 feet. Only one track can hold almost 8,000 feet of storage, tapering down to 7095 storage feet for the shortest track.

The point is that the length of the storage tracks is less relevant when understanding intermodal train-building than the car capacity. The EIS leans heavily on the language of replacing the “8,000-foot track” or even “8,000 or 9,000 feet long” throughout the document(s) implying that specific length is needed when it is not. In fact, it is misleading and detracts from potential alternative locations by implying they need to be a certain length. Longer storage track would of course be more convenient and efficient, but it is rare to have that convenience available. In fact, the proposed “added capacity” of 3,350 feet of storage that the EIS states closing 49<sup>th</sup> St. will add to Malabar Yard is the combined feet of six different tracks that will require multiple switches to attach the stored cars to build a train set. Therefore, this opens several options for alternatives that were not explored.



Intermodal containers and returning empty chassis currently come up from the ports along the Alameda Street Corridor to be sorted in BNSF's Hobart and Commerce intermodal yards. Empty cars must be stored as close to Hobart Yard as possible, ideally somewhere easily accessible between Hobart and where the track diverts from Alameda. The West Yard is the ideal location for this operation, and BNSF will likely continue to utilize the remaining storage in West Yard once the LUS is constructed.

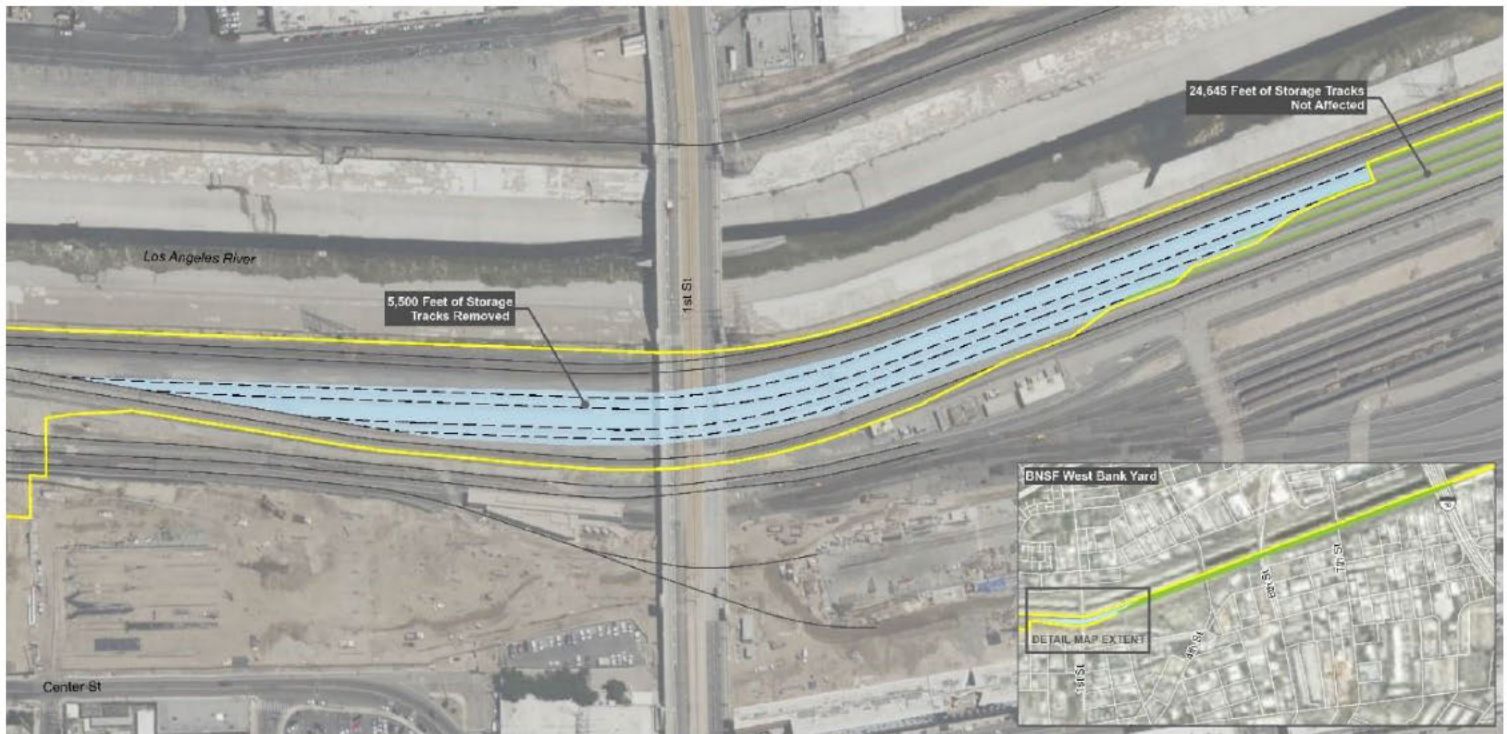




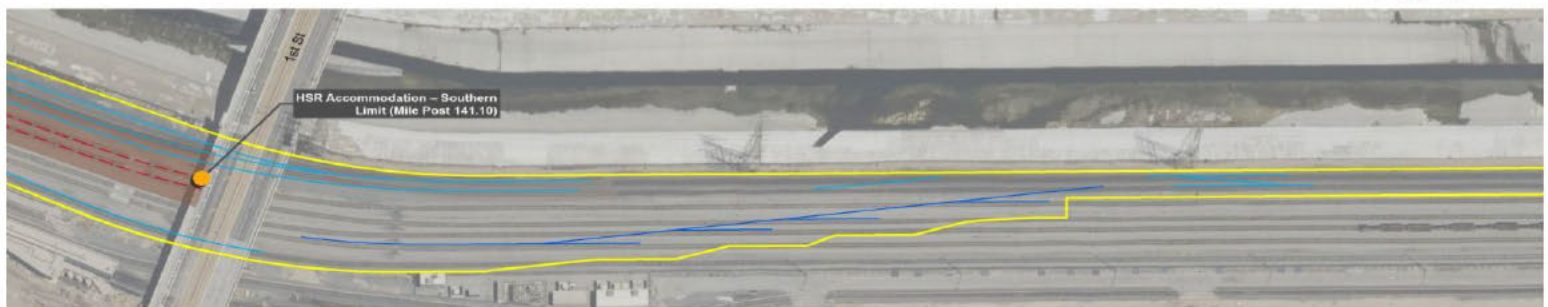
## Metro Mitigation Proposal

The Metro Plan is to remove 5,500 feet of storage on all four tracks from their existing switch points to new switch points located south of 1<sup>st</sup> Street as shown in the following two images from the Draft EIS.

Figure 3.3-7. Loss of Storage Track Capacity at BNSF West Bank Yard



EIS Page 3.3-65



EIS Page 2-29

This will allow BNSF to continue to access the yard from the north. Based on this new alignment and how the tracks line up at the south end, the remaining storage capacity on the four tracks would be divided as follows:

Track 1 (riverside) = 6100 feet

Track 2 = 6130 feet

Track 3 = 6190 feet

Track 4 = 6225 feet

Maximum storage 24,645 feet

Intermodal volumes fluctuate year over year, so the yard moves between empty and full depending on intermodal traffic. The key is that BNSF needs to retain the capacity for when intermodal traffic is heavy, even if all tracks are not used all of the time. Therefore, Metro is obligated to provide or assist BNSF in re-establishing the 5,500 feet of intermodal storage space elsewhere without losing significant operational efficiency that the West Yard provided.

### Malabar Yard

Metro is proposing to use BNSF's Malabar Yard in Vernon to replace this storage. Currently, Malabar Yard is used only for local traffic, which is only four customers: Exxon and the west side of BNSF's Team Track/Transload. Cars are staged in the yard before being built into trains to take northward and down to LA Jct. The yard is rarely very full. Malabar Yard has seven tracks including the through track. A through track is typically left clear in a yard but in this case, the westernmost "through track" is actually owned by Metro itself, preserving a right of way lane for future transit development and no track south of Malabar Yard/Fruitland Ave. is currently in service or maintained. Therefore, it is assumed Metro would allow this track to be used as part of its trade off with BNSF for the lost storage at the new Metro station in Los Angeles. There are also two industry tracks along the east side of the yard which are not addressed in the existing yard storage capacity on the next page, but are addressed later in the Alternatives chapter.

The EIS mentions a rule by the California Public Utilities Commission (CPUC) requiring 150 feet of clearance from the crossing for stored railcars at 49<sup>th</sup> Street. However, CPUC does not govern specific railroad operations on the tracks; the CPUC helps enforce Federal Railroad Administration (FRA) rules, which simply states the railroad must allow enough distance to ensure safety and prevent collision by other rail equipment or vehicles. 49<sup>th</sup> Street is a wide paved roadway with only two lanes of traffic and slow moving trains within a yard operation.



You can see from this aerial taken in July 2025, BNSF currently uses both ends of Malabar yard as needed and parks railcars as close as 20 feet of the pavement.



RII measured the tracks within Malabar from clearance of the switch (where the track begins to taper toward another track), leaving any access track clear so that all tracks are accessible. This resulted in the following feet of storage capacity available for storage or train building in Malabar Yard:

Malabar Yard In Feet	With 49th St. Crossing in Place										With 49th St. Crossing Removed						
	South End	Storage Capacity By ft road clearance				North End	Storage Capacity By ft road clearance				Total Yard	Storage Capacity By ft road clearance				Total Track	Storage Capacity
Track	Total Track	150ft	100ft	50ft	20ft	Total Track	150ft	100ft	50ft	20ft	Total Track	150ft	100ft	50ft	20ft	Total Track	Storage Capacity
Through Track	960	700	750	800	830	1680	1370	1420	1470	1500	2640	2070	2170	2270	2330	2700	2430
Yard Track 1	870	595	645	695	725	1550	1300	1350	1400	1430	2420	1895	1995	2095	2155	2470	2245
Yard Track 2	780	530	580	630	660	1485	1240	1290	1340	1370	2265	1770	1870	1970	2030	2300	2105
Yard Track 3	690	450	500	550	580	1400	1150	1200	1250	1280	2090	1600	1700	1800	1860	2215	2025
Yard Track 4	615	370	420	470	500	1345	951	1001	1051	1081	1960	1321	1421	1521	1581	2020	1681
Yard Track 5	545	290	340	390	420	1120	875	925	975	1005	1665	1165	1265	1365	1425	1720	1520
Yard Track 6	440	280	330	380	410	1020	864	914	964	994	1460	1144	1244	1344	1404	1510	1494
Access Tracks	1044					700					1744					1744	
<b>Totals:</b>	<b>5944</b>	<b>3215</b>	<b>3565</b>	<b>3915</b>	<b>4125</b>	<b>10300</b>	<b>7750</b>	<b>8100</b>	<b>8450</b>	<b>8660</b>	<b>16244</b>	<b>10965</b>	<b>11665</b>	<b>12365</b>	<b>12785</b>	<b>16679</b>	<b>13500</b>

\*Access Track includes paved track in crossing, lead track to access each track and crossovers.

\*Storage capacity deducts switch clearances and roadways clearances.

\*Does not count industry tracks branching off from the yard.

The EIS determined that closing the 49<sup>th</sup> Street crossing would “add 3,350 feet of storage capacity,” likely assuming a 150 clearance on either side of the road. However, RII’s measurements for this yard provided only 3,215 feet total for all storage available in the south segment of the yard, and only 2,555 feet added for closing the 49<sup>th</sup> Street crossing: 150 clearance x 2 sides + 65 feet wide roadway x 7 tracks. This passage is from the EIS:

*The 3,350 feet of freight rail track storage capacity added from the 49th Street Closure, combined with the remaining capacity of BNSF West Bank Yard that would not be affected by the Link US Project (24,645 feet south of First Street), BNSF’s ability to stage and store empty bare tables from BNSF Hobart/Commerce Intermodal Yards and nearby ports would be maintained. (Appendix Q – Alternatives page 1.1-12)*

RII is uncertain how exactly the 3,350 feet was determined as added capacity, or how it equals the 5,500 to be replaced, but it also states that BNSF’s ability to serve the ports and store the cars is maintained with the addition of 3,350 feet.

Since BNSF already uses the south part of Malabar Yard when it wants to and operates with clearances of only about 20 feet from the road, the storage capacity added by closing the 49<sup>th</sup> St. crossing amounts to approximately 715 feet, or the equivalent of about 10 cars.

Regardless of how the storage would be configured or measured, BNSF would still need to switch from at least three tracks to pull as many cars to make up for the in-kind 5,500 feet lost at West Yard, pull from at least four tracks to build an 8,000 foot trainset and from five tracks to build a 9,000-foot trainset.

The track south of Malabar Yard is not used by BNSF and is not an outlet for Malabar Yard. The track is pulled up, paved over or fouled in most areas and Metro now owns the right of way and track.

#### 46<sup>th</sup> Street Extension

BNSF has said that it would need to divert manifest traffic from Malabar Yard to make enough room for the intermodal storage, so the proposal includes constructing a connector track about 900 feet long along 46<sup>th</sup> Street. This new track would connect the closest two operational tracks from the east and west sides, effectively connecting Malabar Yard with LA Jct. directly through Vernon.



**Source: March 6, 2025 City of Vernon Coordination Meeting Presentation**

This track would allow BNSF to move the Exxon traffic directly over to LA Jct. through Vernon. Currently, the Exxon traffic is all handled on the west side near Exxon's facility, with some storage and train building in Malabar Yard, and the trains move up the west side line, over the north side of Vernon and into Hobart Yard/LA Jct. It is a significant amount of traffic amounting to four trains per day. BNSF would prefer this situation over its current method because it would save operational costs.

However, because there is so much unused storage space in Malabar Yard and it is never full with Exxon cars, it is unclear why diverting all of this traffic out of Malabar Yard is "necessary" in order to compensate for the loss in intermodal storage space at West Yard. BNSF's Exxon operations and LA Jct. operations are not the purpose of this



project. If the trade off were improving freight operations as an added bonus without so many negative impacts for the City of Vernon, all stakeholders would be cheering it on. Unfortunately, this plan takes Vernon for granted and drops major issues into this small city's lap.

It appears as if the EIS is using the “*City of Los Angeles’ Mobility Plan 2035*” as part of the justification for the BNSF Malabar Yard/LA Jct. scenario, as if it is the “necessary” improvement needed to comply with the plan. However, the City of Vernon is not part of the City of Los Angeles and is not bound by the plan, nor should be used as the dumping ground for any plans for Los Angeles development.

These negative impacts and benefits for the Malabar Yard plan are listed in the Draft EIS, Executive Summary – page ES-xviii – xix:

*Implementation of the Malabar Yard railroad improvements would result in unavoidable adverse effects in the following topic areas:*

- *Transportation - Operations (potential roadway hazard due to queuing)*
- *Safety and Security - Operations (potential increased response times for emergency service providers and roadway hazard due to queuing)*
- *Socioeconomics and Communities Affected - Operations (potential access restrictions to Stacy Medical Center)*
- *Transportation (Malabar Yard Railroad Improvements only)*
  - o *Throughout operations, implementation of the Malabar Yard railroad improvements would cause a potential roadway hazard due to queuing which may also impede access for emergency responders, increase response times, cause schedule delays to transit services, or disrupt pedestrian and bicycle access.*

Thankfully, the EIS has addressed several negative impacts that will severely affect the City of Vernon. Unfortunately, all of the benefits listed benefit only Metro and BNSF.

## ***Impacts to City of Vernon***

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It appears that the impacts of actually running new trains through the City of Vernon were completely overlooked in the EIS. The impacts of the improvements themselves and their construction – 49<sup>th</sup> Street crossing closure and 46<sup>th</sup> Street connector – were examined in detail, but no examination whatsoever was performed regarding the impacts of these trains, including but not limited to the following:

- Changes in rail traffic increase safety concerns and traffic flows
- Vehicle traffic, commute times, crossing delays, etc.
- Increased idle times and air quality
- Access to emergency services within the city
- Mobility and opportunities for Vernon employees, business and residents
- Water quality for increased rail operations in LA Junction, right next to river
- Impacts to economic development and future growth plans

For those effects that were examined, RII has commented or attempted to show the impacts for missing pieces. The impacts during the Construction stage appeared to be examined in the most detail, presenting a solid analysis of environmental impacts and standard mitigations for Construction work. Therefore, RII has made little comment regarding the construction stage. Unfortunately, it appears that the impacts for the operations once trains are moving on the new infrastructure were only examined as an afterthought. Where negative impacts are identified, they have not been detailed and there is insufficient mitigation recommended (and sometime no mitigation offered).

## Railroad Traffic

The City of Vernon rose up through industry with heavy rail-served manufacturing once being its primary driver. At one point, nearly every industry had its own spur track and the private railroad started by the Central Business District of Chicago switched them all as a terminal railroad, i.e. providing switching and interchange to a line haul carrier versus transporting the freight over distances.

### ***Railroad Timeline:***

1923 – Railroad is constructed in Vernon by the Central Business District of Chicago to connect Vernon industries to all three Class I railroads in the area.

1929 – LA Jct. acquired by Atchison, Topeka and Santa Fe Railway (ATSF)

1930-1960's – Industrial business boomed in Vernon and rail traffic was heavy. Peak traffic was over 85,000 carloads annually during World War II.

Next 40 years – Vernon remains Industrial complex, but heavy rail traffic slowly thins

1995 – Burlington Northern and Santa Fe acquires ATSF and its assets, including LA Jct.  
Next 10 years – rail traffic continues to dwindle on west side of river as other industries rise up

2005 – BNSF contacts the City of Vernon for possibility of 46<sup>th</sup> St. connector concept, which is rejected by the city

2008 – Traffic down to 15,000 carloads

2010 – City of Vernon again contacted for options for BNSF to connect its old Santa Fe assets in the west to its acquired ATSF assets in the east of Vernon.

2015 – City of Vernon begins development plans that ween out the derelict tracks and spurs within the city, especially on the west side of town. Plans are complementary to the newly planned Union Station being developed to the north, for which Notice of Intent and plan was released in 2016.

2020 – Metro revises its plan for the new LUS and releases Notice of Intent, informing City of Vernon about plans to force a 46<sup>th</sup> St. connector on behalf of BNSF.

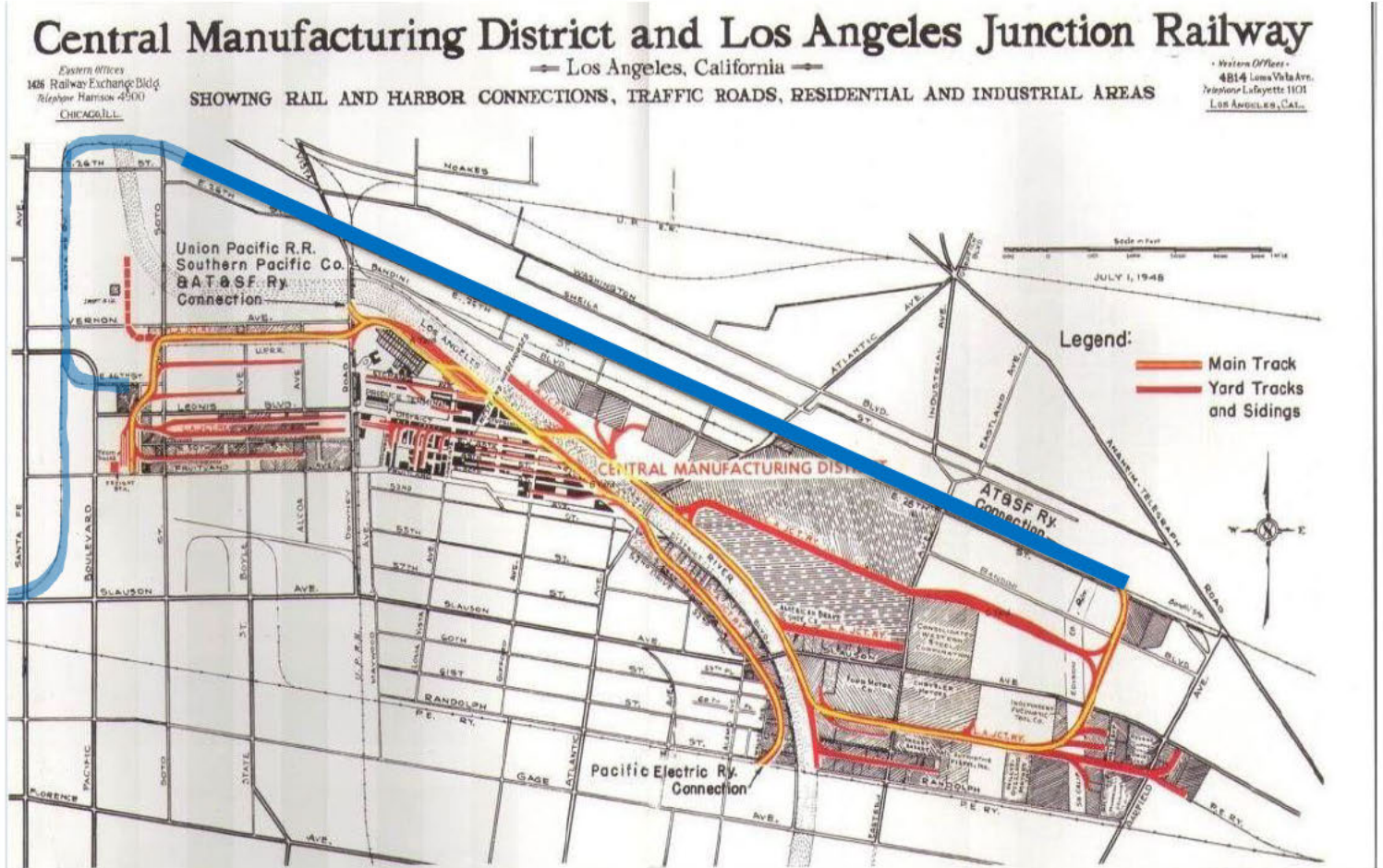
This map from 1923 shows the industrial complex in Vernon with the Class I railroads before the LA Jct. was constructed.



1923 Central Manufacturing District of Los Angeles map - Vernon rail lines & streets, Public domain, via Wikimedia Commons



The following map from BNSF Facebook shows the original main lines and yard tracks of the LA Jct., with the City of Vernon in the top left quadrant. The blue line has been added, which was the Santa Fe Railroad prior to its merger with Burlington Northern Railroad. Note that this line never connected to LA Jct. in this western section. They were two separate railroads whose later parent inherited the other.





Today, most of the businesses on the west side of the river have converted to manufacturing that does not require rail. They ship using trucks for local market distribution or transload to rail off site. This has left a spaghetti bowl of tracks leading to nowhere, sidings and into new industries that would never use rail, and curved corners on buildings designed around the curving right of way. Some of the tracks are pulled up and paved over, while others remain in place, overgrown and rusted. According to Los Angeles County assessor records, some of the segmented rights of way are owned in fee by BNSF in a patchwork of widths ranging from 75 feet wide to only 17 feet in some locations and some were granted as easements by adjacent shippers between 1922 and 1940.

*Aerial shot right of way between Soto and Boyle, 46<sup>th</sup> and Leonis.*



This image shows the many out of service tracks or remnants of tracks throughout the city in blue as compared to the BNSF service tracks in orange (south of Fruitland is UP).



It is important to note that the single in-service track running through the city only serves the Team tracks located in the east side of the BNSF yard on Fruitland (red circle). This yard has several stub-end tracks that BNSF customers use to transload their own products. The east and west sides do not connect.

The following details from the EIS provide the existing operations and make up of trains currently moving in Vernon:

- *Typical Speed of Trains: 10-20 miles per hour*
- *Typical Length of Trains: Up to 1,250 feet (up to 15 Rail Cars)*
- *Typical Number of Engines: One locomotive*

... Malabar Yard...

- **North Entrance** (Malabar Yard to Hobart Yard Connection - There are 2 round trips per weekday into/out of Malabar Yard using the northern entrance across Pacific Boulevard on the Harbor Subdivision (4 train movements total).
- **East Entrance** (Malabar Yard to Spur Line Track East of Pacific Boulevard - There is one round trip per weekday into/out of Malabar Yard using the east entrance across Pacific Boulevard to serve local customers on the existing commercial spur line that leads south toward Fruitland Avenue.
- **South Entrance** – Trains do not enter Malabar Yard from the south, but the south entrance at Fruitland Avenue is utilized to perform “head-end moves.” These moves can occupy track southwest of BNSF Malabar Yard to the 2nd Street crossing in the vicinity of Slauson Avenue.

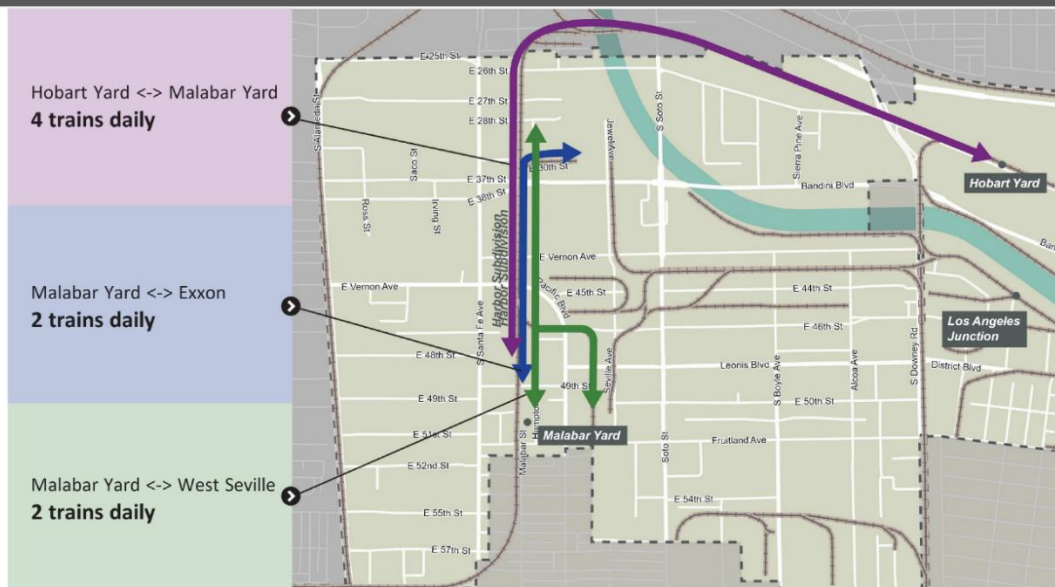
After the proposed modifications in Vernon, the train operations will be as follows:

- *Typical Speed of Trains: 10-20 miles per hour*
- *Typical Length of Trains: 2,000 feet - 4,000 feet (up to 60 cars)*
- *Typical Number of Engines: Two locomotives*



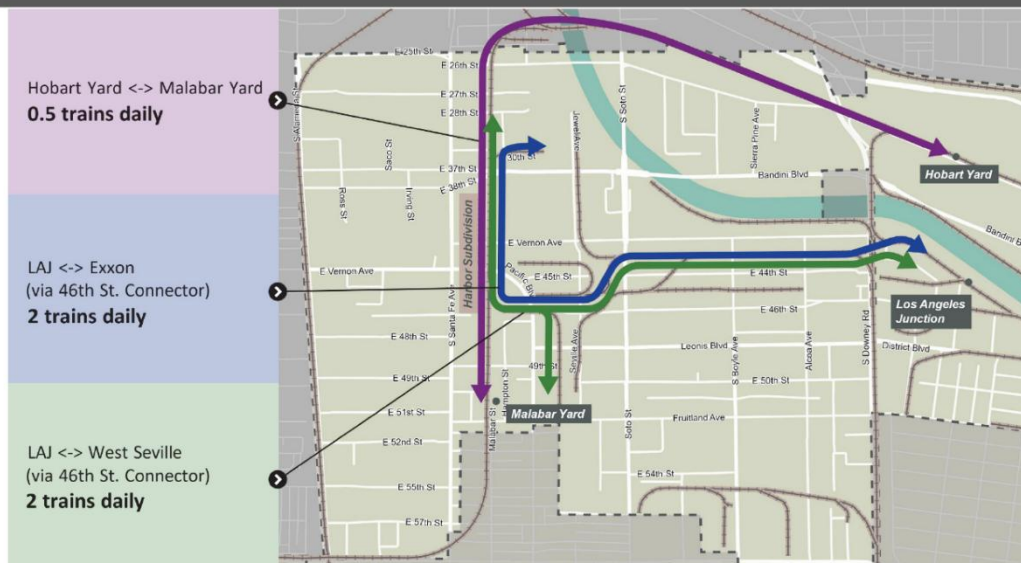
These slides from the March 6, 2025 City of Vernon Coordination Meeting illustrate how there are many tracks within Vernon, but they do not host significant rail traffic.

### Existing Condition — Affected Train Routes



Currently, the vast majority of traffic flows northward and around the city to come down into LA Jct. Yard or Hobart Yard, depending upon whether it is intermodal or manifest traffic. The next image shows the expected traffic to begin moving consistently through Vernon once the connection between Malabar and LA Jct. yards is made. Basically, the 4 Exxon trains that were moving by the north track will now move through town and the few cars that made up the previous “2 trains daily” will simply be attached to these larger trains.

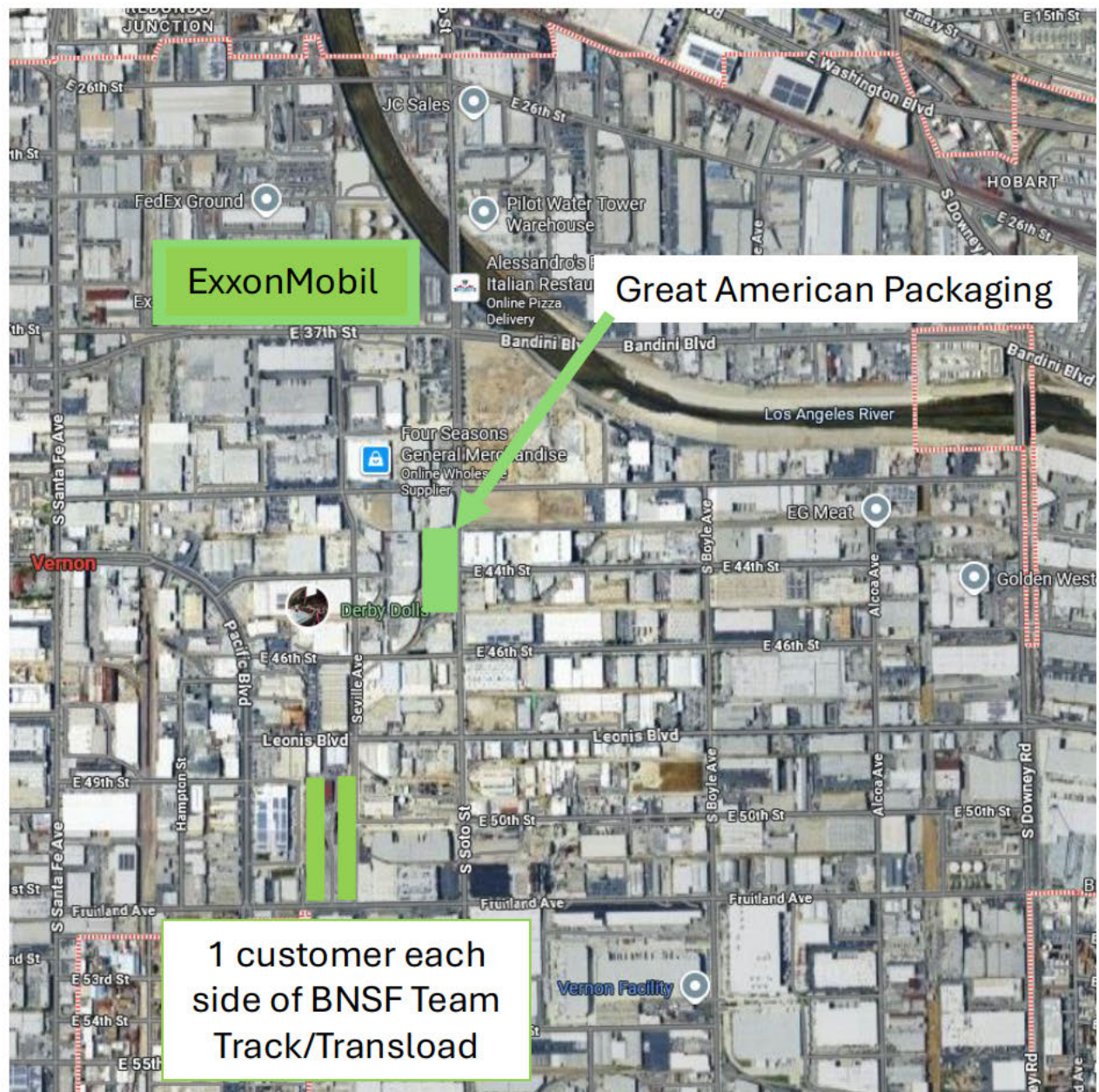
### Proposed Condition — Affected Train Routes





This would be long four trains every day moving through the middle of Vernon where previously there was only a short (a few cars) train for the transload. This is a major traffic change that was completely ignored by the EIS.

There seems to be a misunderstanding that because Vernon is mainly an industrial city and has many tracks running all through its streets, this new train traffic would be a “minor change” as was stated in the Revised EIS notification. There are only four customers still served by rail on the west side of the river in Vernon.



All traffic from Exxon and the west side of the transload move only at Malabar and northward out of Vernon and only Great American Packaging and the east side of the transload are served via LA Jct. moving cars through the city.

The Revised EIS Plan for a connector in Vernon to LA Jct. would have four much longer trains running through the city every day between Malabar and LA Jct. that include all of the Exxon traffic and west side transload. BNSF has not provided information on the expected length of the trains to pass through Vernon. As an example, the most recently available aerial shot of Malabar yard shows 20 Exxon cars stored in the yard as the train is built. That implies that trains will be at least this long. If we were to believe that “8,000 or 9,000-foot trains” are the norm, then a single train would bisect the entire city at once.

The assumed operation is that two trains per day are brought in to Exxon and two trains per day of empty tank cars are brought out, totaling the four trains. It is also assumed that each train size is usually roughly the same, estimated at 20-40 cars per train, or a train length of 1,500 – 2,880 feet in length.

This point was deftly glossed over in the EIS by emphasizing that there would be no increase in number of trains while the number of cars in those trains would increase exponentially. Exxon is the largest customer on the west side of the river prompting its own four trains daily northward. Moving all of that traffic across Vernon would be four major trains with numerous cars every day versus the few cars at a time in today’s trains in Vernon. Adding Malabar Yard and LA Junction plans in Vernon to the EIS plan was in no way a minor change and these mitigations for Metro’s negotiation with BNSF are not acceptable to the City of Vernon.

In addition, the Exxon facility in Vernon is a Lube Oil distribution facility. An analysis of five different forecasts for lube oil over the next 5-8 years shows an average forecasted growth rate in demand for lube oil of 4.5% per year, meaning the volumes to be transported for Exxon, and resulting train lengths, will only increase, and significantly.

The City of Vernon has been approached by BNSF in the past several times to allow it to connect its yards through the city and Vernon has prohibited such a move due to the impacts mentioned above. BNSF reached out in 2005 to the city and again in 2010. BNSF cannot negotiate some side deal with Metro to try and force Vernon into capitulating.

## Vehicle Traffic

One of Vernon's major concerns is how the trains will affect traffic in its busy streets. Vernon has 1,800 businesses that depend on timely transportation for their employees, services and goods carriers. Traffic delays are costly to businesses, inconvenient for visitors and customers, cause vehicle idling times to increase and affect air quality, contribute to collision incidents and pedestrian/bicyclist safety concerns, emergency service access and noise.

The Draft EIS included several issues with how it analyzed the Malabar Yard mitigations and their impacts on Vernon's traffic:

1. Out-dated and skewed traffic data was used for the analysis
2. Traffic that was examined was near the construction areas and missed some important points
3. Traffic was not examined at all for streets to be impacted by new trains moving through the city

## ***Traffic Data***

The traffic data used to analyze the impacts to Vernon was old and skewed. Anytime a study like this is completed, it is almost always utilizing data from the previous year, or even up to five years. It takes time to compile data into something useable, and it would be understandable for the data to be a few years old and possibly projected forward for growth in Vernon.

However, not only were no projections applied to the Vernon traffic for growth, but the traffic counts were taken in **August 2020** right in the middle of COVID shut downs. It was excruciating attempting to gather data and values during 2020 and 2021 for meaningful analysis. However, in order to "normalize" the traffic against the skewing of COVID, the traffic counts were normalized backwards to earlier years, with much of the data supplemented with data from 2015. This makes the bulk of the data used to measure impacts to Vernon's traffic a decade old – completely inaccurate and inappropriate for this purpose.

Language has been used in the EIS to imply that Vernon has undergone very little change since that time so that old numbers can still work. Focus was paid to Vernon's small number of residents and its overall "industrial" as a catch all for all industry, including rail operations. This is an egregious assumption that completely ignores Vernon's growth in businesses, changes in industries, employment and traffic flows, and



Means of Commuting	2023 <sup>(1)</sup>	
	Number	Percent
Total Workers	4,749,934	100.0%
All Commuters	4,053,687	85.3%
Means of Commuting	2023 <sup>(1)</sup>	
	Number	Percent
<b>Commuted by Car, truck, or van</b>	3,622,186	76.3%
Drove alone	3,152,184	66.4%
Carpooled	470,002	9.9%
In 2-Person Carpool	341,889	7.2%
In 3-Person Carpool	78,248	1.6%
In 4-or-More-Person Carpool	49,865	1.0%
Means of Commuting	2023 <sup>(1)</sup>	
	Number	Percent
<b>Public Transportation (excluding taxi)</b>	194,530	4.1%
Bus	165,494	3.5%
Subway or Elevated Rail	17,071	0.4%
Long-Distance Train or Commuter Rail	5,650	0.1%
Light Rail, Streetcar or Trolley	4,333	0.1%
Ferryboat	1,982	0.04%
Means of Commuting	2023 <sup>(1)</sup>	
	Number	Percent
<b>Bicycle</b>	27,349	0.6%
<b>Walked</b>	118,196	2.5%
<b>Taxicab, Motorcycle, or Other Means<sup>(3)</sup></b>	91,426	1.9%

growth in employees. Vernon's active employees within the city were 39,542 in 2018 (EIS Appendix Q, pg. 3.13-4) Today, Vernon's employees and contractors within the city daily amount to 55,000+.

That is a 39% increase over the last seven years and employees comprise the bulk of Vernon's traffic. The scope of this analysis and report did not include collecting new traffic data within the City of Vernon, but simply by applying Vernon's known growth in employees of 39% to the traffic, a more accurate picture of Vernon's traffic today would add at least 12,800 additional vehicles to Vernon's current traffic for both peak morning (in) and evening (out) traffic counts. This is adjusted assuming that 9.9% carpooled, 4.1% take public transportation and 3.1% walk or bicycle to work according to Los Angeles County statistics as of 2023 (chart to the left).

Vernon's traffic includes employees, thousands of contractor vehicles traverse Vernon's streets every day delivering services, supplies, shipping and distribution services for Vernon's 1,800 businesses, often using the large trucks possible for California of 65 feet long. These larger trucks make their service calls and deliveries during the day as opposed to the morning and evening peak traffic times when the bulk of employees are coming changing shifts. Peak traffic times are defined by the number of vehicles and omits the impacts for delays that occur during the daytime with the influx of fewer but much longer vehicles/trucks.

It is unfortunate that this project has taken so long that studies using prior years' data have aged so much. However, it has crossed the point where the data is even still valid and updated information must be examined. The traffic data should be updated with accurate, on-the-ground figures and all traffic types should be examined.



## Roadways and Intersections Examined

The ESI established a “Study Area” that included approximately a .25 mile radius from the construction areas of the physical improvements at Malabar Yard and the 46<sup>th</sup> Street connector track. This area defined the intersections and roadway segments to be studied for impacts as shown in the following map from the EIS:

Figure 3.3-1. Traffic Study Area and Intersection/Roadway Segment Locations



Based on this table from the EIS and its 2015 traffic numbers, increasing the volumes on each respective street by 39% to match modern traffic more closely puts the entirety of Santa Fe Ave. and Soto St. currently almost at capacity.

**Table 3.3-9. Existing (2020) Conditions Roadway Segment Level of Service Summary**

Number	Roadway Name	Capacity	AM Peak Hour			PM Peak Hour		
			Volume	V/C	LOS	Volume	V/C	LOS
1.	Santa Fe Avenue between 49th Street and Fruitland Avenue	5,600	2,535	0.45	A	3,043	0.54	A
2.	Pacific Boulevard between 49th Street and Fruitland Avenue	8,400	1,567	0.19	A	1,928	0.23	A
3.	49th Street between Santa Fe Avenue and Pacific Boulevard	2,800	163	0.06	A	156	0.06	A
4.	Fruitland Avenue between Santa Fe Avenue and Pacific Boulevard	2,800	765	0.27	A	843	0.30	A
5.	Santa Fe Avenue between 49th Street and Vernon Avenue	5,600	2,649	0.47	A	3,121	0.56	A
6.	Pacific Boulevard between 49th Street and Santa Fe Avenue	8,400	1,459	0.17	A	1,871	0.22	A
7.	46th Street between Soto Street and Pacific Boulevard	2,800	194	0.07	A	243	0.09	A
8.	Vernon Avenue between Soto Street and Santa Fe Avenue	5,600	782	0.14	A	786	0.13	A
9.	Soto Street between Fruitland Avenue and Vernon Avenue	5,600	2,239	0.40	A	2,681	0.48	A
10.	Leonis Boulevard between Pacific Boulevard and Soto Street	5,600	1,199	0.21	A	1,369	0.24	A
11.	Seville Avenue between Fruitland Avenue and Vernon Avenue	2,800	315	0.11	A	334	0.12	A

**Notes:**  
LOS=level of service; V/C=volume-to-capacity

Remember this is a minimum figure accounting for the growth between 2018 and 2025, where the EIS traffic counts are mainly from 2015, so three additional years of growth are missing. They may well indeed be at or beyond capacity now.

In addition, the roadway segments for where the trains will actually start running were not examined at all. These will be streets where true trains have never run before – only switching services of a few cars at a time, and even those were long ago. Especially on Vernon Ave. east of Santa Fe, all of 44<sup>th</sup> St., 46<sup>th</sup> St. east of Santa Fe and Leonis Bl. where most traffic will be diverted, these segments should be evaluated.

The intersections that were examined are as follows in this EIS Table:

**Environmental Evaluation of Malabar Yard Mitigation**  
**3.3 Transportation**

**June 2024**

<b>Table 3.3-8. Existing (2020) Conditions Intersection Level of Service Summary</b>								
<b>Number</b>	<b>Intersection</b>	<b>Traffic Control</b>	<b>AM</b>			<b>PM</b>		
			<b>V/C</b>	<b>Delay (sec)</b>	<b>LOS</b>	<b>V/C</b>	<b>Delay (sec)</b>	<b>LOS</b>
1.	Santa Fe Avenue/49th Street	Two-way stop	>1	>50	<b>F</b>	>1	>50	<b>F</b>
2.	Santa Fe Avenue/Fruitland Avenue	Signalized	0.75	—	C	0.77	—	C
3.	Pacific Boulevard/49th Street	Two-way stop	>1	55.9	<b>F</b>	>1	>50	<b>F</b>
4.	Pacific Boulevard/Fruitland Avenue	Signalized	1.15	—	B	0.63	—	B
5.	Vernon Avenue/Santa Fe Avenue	Signalized	0.97	—	E	0.97	—	E
6.	Santa Fe Avenue/Pacific Boulevard	Signalized	0.97	—	E	1.07	—	<b>F</b>
7.	46th Street/Pacific Boulevard	Two-way stop	0.98	46.0	E	>1	>50	<b>F</b>
8.	Vernon Avenue/Soto Street	Signalized	0.77	—	C	0.92	—	E
9.	46th Street/Soto Street	Two-way stop	>1	>50	<b>F</b>	>1	>50	<b>F</b>
10.	Fruitland Avenue/Soto Street	Signalized	0.79	—	C	0.89	—	D

**Notes:**  
**Bold indicates LOS E or F**  
 LOS=level of service; Sec=seconds; V/C=volume-to-capacity

The method of traffic analysis raises two issues:

- 1) If current traffic were used instead of 2015 traffic, these intersections would show much more tension, especially the outlet from 46<sup>th</sup> St. to Pacific. RII also feels that Leonis intersections should have been studied since this is a major street through Vernon and would likely be where much of the 46<sup>th</sup> St. traffic were to be diverted if the proposed infrastructure were put in.
- 2) The EIS shows the traffic data collection in good detail (notwithstanding missing intersections as stated), but it does not identify the capacity for the intersections and hides issues behind a lump “>1” so we cannot tell what the impacts of the proposed operation are – as if just because the intersection is already beyond capacity that new congestion won’t make a difference. A proper analysis would identify the capacity of the intersection, then volumes to come to the V/C figure, exactly as they did for the roadway sections.



The EIS states that it examined delays and storage capacity at existing railroad crossing (only as a courtesy it claims since it was not required to do so for the EIS) and a non-comprehensive examination was performed for a few of the crossings. However, that is not what the stakeholders were asking for. They wished to know how traffic would be affected at the intersections that are nearest to the crossings with the new trains moving through the city. This analysis was not performed.

The following adverse effects were noted in the EIS and yet, no mitigation was proposed. There were comments about mitigations requiring “coordination with CPUC and City of Vernon,” as if those parties were responsible for mitigating the impacts.

#### *Adverse Effect*

- *The New Railroad Crossing #5 at the intersection of Seville Avenue and 46th Street would introduce a potential roadway hazard due to queuing that would cause southbound vehicular traffic to extend across 46th Street. On Seville Avenue south of 46th Street, two separate sets of gate arms proposed near each other would introduce a potential roadway hazard due to northbound and southbound vehicle queuing.*

#### *Adverse Effect*

- *Implementation of the Malabar Yard railroad improvements would exceed the applicable V/C ratio threshold at two intersections (Intersection #6: Santa Fe Avenue/Pacific Boulevard and Intersection #4: Pacific Boulevard/Fruitland Avenue) and one roadway segment (Roadway Segment #4: Fruitland Avenue between Santa Fe Avenue and Pacific Boulevard), which may impede access for emergency responders throughout operations. Intersection #6 is located along a designated disaster route.*

- *A potential roadway hazard may occur from vehicle queuing along Seville Avenue, which in turn may also impede access for emergency responders.*

#### *Adverse Effect*

- *A potential roadway hazard may occur from vehicle queuing along Seville Avenue, which in turn may also cause schedule delays to transit services or disruption of pedestrian and bicycle access.*

- *A potential roadway hazard may occur from vehicle queuing along Seville Avenue, which in turn may also affect access to the Stacy Medical Center.*

#### *Adverse Effect*

- *The applicable V/C ratio threshold would be exceeded at two intersections (Intersection #6: Santa Fe Avenue/Pacific Boulevard and Intersection #4: Pacific Boulevard/Fruitland Avenue) and one roadway segment (Roadway Segment #4: Fruitland Avenue between Santa Fe Avenue and Pacific Boulevard).*

MY-TR 3 through 6 below have been proposed to solve this Adverse Effect.

***Restriping of the Santa Fe Avenue/Pacific Boulevard Intersection: During the final***

*engineering phase and at least 30 days prior to implementation of the Malabar Yard railroad improvements, Metro and BNSF shall obtain approval from the City of Vernon to restripe one eastbound through lane to an eastbound turn lane at Vernon Avenue.*

***Restriping of the Pacific Boulevard/Fruitland Avenue Intersection (Future Horizon Year 2040):*** *In the Future Horizon Year (2040), Metro and BNSF, in coordination with the City of Vernon, shall restripe the northbound shared through/right-turn lane to a right-turn-only lane and a through lane at Pacific Boulevard.*

***Add a New Vehicular Lane on the Fruitland Avenue Roadway Segment between Santa Fe Avenue and Pacific Boulevard (Future Horizon Year 2040):*** *In the Future Horizon Year (2040), Metro and BNSF, in coordination with the City of Vernon, shall add a new westbound vehicular lane on Fruitland Avenue.*

***Adverse Effect***

- The New Railroad Crossing #5 at the intersection of Seville Avenue and 46th Street would introduce a potential roadway hazard due to queuing that would cause southbound vehicular traffic to extend across 46th Street. On Seville Avenue south of 46th Street, two separate sets of gate arms proposed near each other would introduce a potential roadway hazard due to northbound and southbound vehicle queuing.*

It appears that the EIS's solution is to gain approval for an at-grade crossing and simply implement whatever protections that CPUC or FRA require. Unfortunately, such protections are focused on safety at the particular crossing, not maintaining traffic flows.

Many of the mitigation strategies are designed to make the measurement itself look good rather than solve the actual problem. For example, changing lanes at intersections to "right turn only" when most traffic is trying to go straight through only backs up more traffic into one or two lanes versus the two or three it had previously. It may force traffic out of the intersection to maintain the measured delay score, but it does not move the traffic where it needed to go. It is confusing to drivers and increases individual drive time to be diverted to the right. This method may reduce idling and improve air quality, but at the expense of quality of life and commuter travel time. The City of Vernon is not simply interested in whether the impacts and their mitigations are "compliant" with California Environmental Quality Act rules, FRA rules or other authorities. It is interested in how the project impacts the City of Vernon negatively, regardless of whether it complies with some other authority. Mitigations that simply divert traffic to achieve a passing V/C score at the expense of traffic capacity and Vernon citizen and workers' convenience are not sufficient.

Another misunderstanding about mitigations is safety protections versus traffic flow. Almost all traffic controls are designed to stop or slow uncontrolled traffic to make it safer. Whether that involves signals, stop signs, turn lanes or a round-about median, the purpose is to slow traffic to improve safety regardless of delay impacts. Traffic protections may sometimes be designed in a manner that maximizes traffic flow, but safety is the goal, not traffic capacity. Therefore, it is important to identify the purpose of the traffic metric being used and the mitigations being relied upon. If the mitigation is designed to meet a certain metric for which the goal is safety, the metric may be irrelevant to solving the capacity and delay concern presented by the City of Vernon. The mitigation may even exacerbate the problems, causing more delays, congestion, or worse, diversion of interest in Vernon as a place to work, live, do business and grow.

This is an interesting qualifier:

*Based on the property owner and business stakeholder engagement conducted in the City of Vernon, queuing analysis results for existing and proposed at-grade crossings are presented for informational purposes only; however, they are not a required component of the methodology to determine LOS impacts, and therefore, do not contribute to the NEPA determination of effects for LOS traffic impacts.(pg. 3.3-6)*

The queuing resulting from adding a new crossing and railroad traffic across every vertical street in West Vernon is a required component of the methodology to determine LOS impacts as far as the City of Vernon is concerned for approving this project or not.

The reason delays from railroad crossings are not considered in the impacts of an EIS is that the safety of the crossing outweighs any considerations of traffic flow. The safety protections are determined based on the trains running in the area (volumes and speeds) and the vehicle traffic (volumes and speeds). The protections are there to ensure vehicles yield to the trains since the trains cannot stop. Therefore, at-grade crossings always have the effect of slowing vehicle traffic, even if it is simply a passive crossing where the driver must look both ways for a train. As stated before, the City of Vernon is opposed to installing any new infrastructure that impedes its traffic capacity. Traffic delays are a serious concern for Vernon and canned responses about FRA compliance do not address the issue Vernon is bringing up.

Similarly, Vernon's precious employers would be negatively impacted:

*For Design Option 1, Driveway Nos. 7 and 8 would be closed, and Driveway No. 9 would be reconfigured and remain open for continued business access/egress and operations. For Design Option 2, Driveway No. 7, Driveway No. 8, and Driveway No. 9 would all be reconfigured and will remain open for continued business access/egress and operations.*

*o **Driveway No. 10:** Trucks do not use this driveway. Driveway No. 10 will be closed as part of the Malabar Yard railroad improvements. The access to this property will be maintained from Driveway No. 9.*

*o **Driveway Nos. 11 and 12:** The raised median on either side of the railroad crossing along 46th Street would reconfigure the truck turning ingress/egress for these two driveways. Both driveways would be maintained but would become right-in/right-out only as a result of either design option for the 46th Street Connector.*

*o **Driveway No. 13:** This is a new driveway and under either design option would provide right-in/right-out only access.*

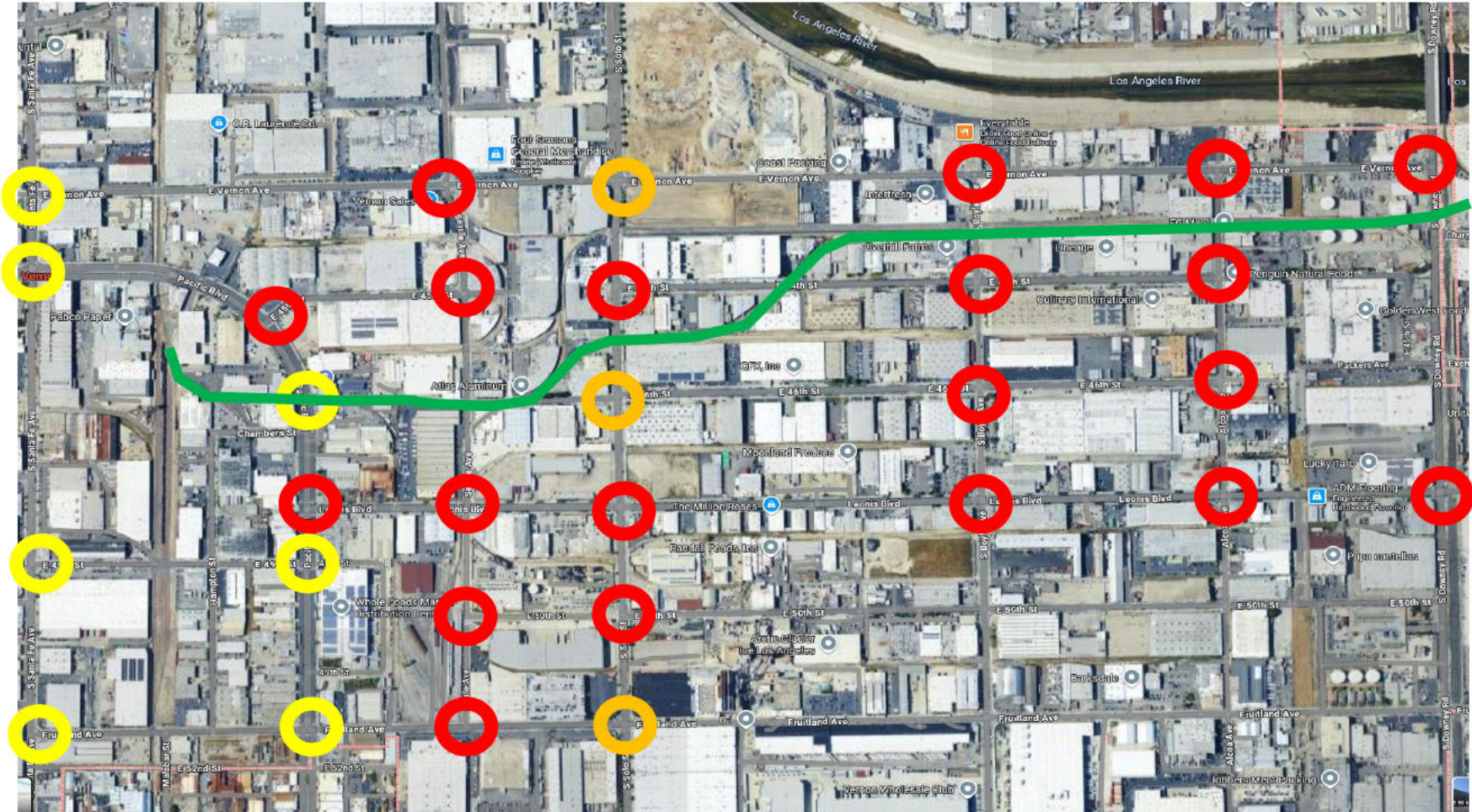
Vernon's businesses are its lifeblood. This proposal does nothing but take property, negatively impact property, cause inconveniences at a minimum and cost significant operational dollars in transportation delays, worker productivity, worker and customer access, satisfaction and liability, not to mention the increased worker and customer health and safety risks.

There are no benefits for Vernon in this proposal, only sacrifices it is being expected to tolerate for the greater good of indirect regional transit and freight goods movements. Vernon gains no goods movement benefits since BNSF does not market new customers or freight traffic in the area, in fact, it discourages adding rail traffic to the west side due to the circuitous track access. This yard-to-yard link for BNSF in the Metro proposal does not facilitate developing new rail business in Vernon; it is simply a cost saving convenience for BNSF and its handling of the existing Exxon traffic. Development direction of Vernon has accepted this fact, focusing on non-rail commercial, transit oriented and residential development on the west side and focusing rail-service needs on the east side of the river.



## Roadways and Intersections Neglected

None of the intersections or roadways affected by the trains moving through the city were examined at all. The following map shows the intersections examined in the EIS in yellow and orange, and all of the remaining potentially affected intersections in red.





Especially the intersections at Pacific/Leonis, Seville/Leonis, Soto/Leonis, 46<sup>th</sup>/Soto, Vernon/Soto, Vernon/Boyle, Vernon/Alcoa, Vernon/Downey and five intersections along 44<sup>th</sup> that will run parallel with the active tracks. There seems to be some misunderstanding between the delays at intersections from the new trains versus the delays from the at-grade railroad crossings themselves. Delays from at-grade crossings are not usually included in an EIS because they are there for safety reasons and cannot be considered a new impact. However, the delays at the crossings themselves are not the same as the delays created at vehicle intersections half a block from the crossing.

BNSF could maintain its track and use these “active” crossings now if it wished. Railroads typically have preemption to run whatever traffic they wish over their rights of way. However, BNSF is a fiscally responsible corporation and has not maintained the tracks and crossings because there is no benefit to it to maintain the tracks and crossings nor to run trains if there is not enough business. The result is that it has been decades since trains have passed over most of these streets. Four new daily trains of up to 60 cars traveling up to 20 mph over these tracks would be a major change in traffic, safety and hazards for the city that has grown up around it. Just because the track and crossings remain “active” by railroad terminology does not mean the impacts to the intersections can be ignored under the auspices of railroad preemption.

BNSF has no reason to run these trains unless the 46<sup>th</sup> St. connector is installed and Vernon will not be approving such a project until and unless the pertinent traffic intersections are examined for their impact, whether the writers of the EIS feel it is “required” or not.

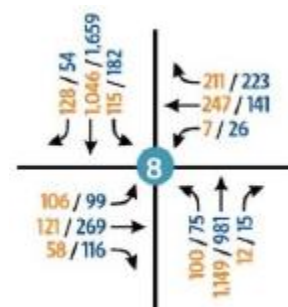
As mentioned previously, the scope of this analysis and report did not allow for collecting new traffic data within the City of Vernon, but we have extrapolated estimates for the main roadways these train routes would impact based on the data presented in the EIS for adjacent intersections and adjusted for Vernon’s growth through 2025.

The trains would run partly along 46<sup>th</sup> St. then slightly north to move along an LA Jct. right of way behind businesses between Vernon St. and 46 St. Therefore, the most heavily impacted streets and intersections would be Vernon Ave., 46<sup>th</sup> St., 44<sup>th</sup> St. and Leonis Ave.

Because the traffic data is so incomplete and the intersection capacities were not documented, it is difficult to confirm the results or apply the methods to the missing intersections and roadways. A new thorough traffic analysis should be preformed on all of Vernon’s streets to fully analyze the impacts of this new train operations where all steps and methodologies for all data gathering and analysis are thoroughly detailed and documented.

However, RII has attempted to extrapolate some of the data to give a picture of what the impact to the omitted intersections and roadways might look like for these trains. RII has taken the LOS ratings from the EIS for the same streets (or nearest street) with the same controls to assign the LOS rating and estimate the delays for the additional intersections. Volumes are based on the analysis below, adjusted for Vernon's known growth.

As an example, let us look at Vernon Ave. The EIS only looked at two intersections for this major roadway through Vernon. Soto/Vernon shows 248 vehicles continuing eastbound down Vernon from Soto in the morning and 466 continuing eastbound in the evening. No intersection was examined east of this point to give a better reference for westbound traffic, but we can see that at least 465 vehicles are entering the Soto/Vernon intersection from westbound Vernon in the morning and 390 vehicles are entering this intersection from westbound Vernon in the evening.



Therefore, we can extrapolate the volumes for the Vernon Ave. between Soto St. and Downey Rd. to be roughly 750 vehicles x 1.39 = 1,043 vehicles in 2025. This method not as accurate as physical counts and should only be used for high level comparisons like this. It is essentially counting all traffic into the street a certain direction and subtracting what does not show up at the next intersection as traffic diverted at the intersection between them. It does not account for traffic diverting into and out of driveways, cutting through parking lots, etc.

Roadway Segment affected by Trains	# of Intersections affected w/ delays	Control Type	AM Volume	PM Volume	AM 2025 Adjusted Volume	PM 2025 Adjusted Volume
E. Vernon Ave: Soto St. to Downey Rd.	4+2	4-Way Stop Signs	713	756	991	1051
45th St: Pacific Bl. to Seville St.	2	1 Way Stop/Yield	118	75	164	104
44th St: Soto St. to Alcoa St.	3	1-4 Way Stop/Yield	150	74	209	103
Leonis Bl: Pacific Bl to Downey Rd	6	Mostly Signalized	512	308	712	428
46th St: Seville St. to Alcoa St.	4	1-2 Way Stop/Yield	150	74	209	103

Regardless of the current condition of the intersections and traffic in Vernon, the trains would add their own delays that are not there presently. It is 7,700 feet from the start of the track leaving Malabar Yard to the start of LA Jct. on the proposed rail path. It would take a train traveling at 20 mph 4 minutes and 22.5 seconds to traverse this distance. It would take a 2,880-foot long train 1 minute and 38.2 seconds to clear a crossing at that speed. For a train approaching a crossing at 20 mph, the signals will activate at least 20 seconds before the train arrives and continue for 20 seconds after the train clears the crossing. This is a minimum delay of 2 minutes and 18 seconds (138 seconds) per

crossing adding to the delays of any existing delays at the adjacent intersections. It can take up to 15 minutes for pre-crossing flows to resume after the crossing is cleared.

In reality, BNSF will run trains as long as possible to maximize its operations and the EIS mentions trains as long as 4,000 feet (up to 60 cars). In that case, trains would move more slowly, slowing as they see fit for crossings, curves, etc., even stopping in some intersections while switching in the yard, causing longer delays. By estimating an average train speed of 10mph, including 20 second lead times on each side of the crossing, the minimum delay for a 4,000-foot long train would be 5 minutes and 13 seconds (313 seconds).

Based on the above assumptions and methods, the following is an account of the delays that could be expected for each of these roadway segments at all intersections along the proposed rail route.

DAILY DELAYS									
Roadway Segment affected by Trains	Average 2025 Peak Volume	Total seconds of traffic delay for 4 trains	Total Minutes Delays	Total Hours Delays	Roadway Segment affected by Trains	Average 2025 Peak Volume	Total seconds of traffic delay for	Total Minutes Delays	Total Hours Delays
E. Vernon Ave: Soto St. to Downey Rd.	255	91580	1526	25.44	E. Vernon Ave: Soto St. to Downey Rd	255	207713	3462	57.70
45th St: Pacific Bl. to Seville St.	34	12032	201	3.34	45th St: Pacific Bl. to Seville St.	34	27290	455	7.58
44th St: Soto St. to Alcoa St.	39	13964	233	3.88	44th St: Soto St. to Alcoa St.	39	31673	528	8.80
Leonis Bl: Pacific Bl to Downey Rd	142	51120	852	14.20	Leonis Bl: Pacific Bl to Downey Rd	142	115946	1932	32.21
46th St: Seville St. to Alcoa St.	39	13964	233	3.88	46th St: Seville St. to Alcoa St.	39	31673	528	8.80
<b>Total for 5 street segments</b>	<b>509</b>	<b>182661</b>	<b>3044.34</b>	<b>50.74</b>	<b>Total for 5 street segments</b>	<b>509</b>	<b>414295</b>	<b>6905</b>	<b>115.08</b>

\*2,880-foot long train at 20mph

\*4,000-foot long train at average speed 10mph

\* We do not have traffic counts for non-peak hours or any information on proposed train schedules to estimate delays per vehicle for non-peak hours, so a ballpark estimate for purposes of this comparison attributes the follow volumes for each of the four daily trains using 2025 projected traffic:

- 1 train = peak hours = 100% of peak time traffic
- 2 trains = daytime/business hours = 65% of peek time traffic
- 1 train = off hours (before 6am or after 7pm) = 30% of peak time traffic
- Peak traffic divided by ¼ of an hour for vehicles exposed to the train.

It is important to point out that these delays would be daily and do not include other intersections/streets likely impacted by these delays.

In reality, once BNSF has authority to run over this route as a main connector, it will not be required to follow any schedule. These estimates are extremely high level to give an idea of the scale of impacts neglected in the Draft EIS. To determine the true impacts, a thorough traffic analysis of all traffic, during all parts of the day, for all affected roadways and intersections should be performed. The City of Vernon should be the one to shoulder the cost of such an analysis that should have been performed as part of the EIS in the first place. The city should, however, be involved in selecting any future study parameters, approving the study tasks and scope, and ensuring an independent neutral firm is selected for the study.



## Health and Safety

Implementing this operation in Vernon presents significant impacts to the people in Vernon, including the 55,000 in employees who work there every day, service personnel serving the industrial areas and the currently small resident population.

### ***Safety Hazards:***

This new proposal suggests adding a dangerous at-grade railroad crossing to an area that is already inundated with railroad crossings across almost every street. The specific location of this crossing is an odd angle affecting traffic in several directions and is set right on the middle of a patch of other crossings.





The proposed location for this crossing is 120 feet from another to the south, 170 feet from another to the east, 300 feet from another to the north, and adds a fourth crossing on Seville, a street with already three railroad crossings within a two block distance.

The likelihood of the CPUC approving a new railroad crossing is low. A proponent must meet a "heavy burden" of proof of necessity to gain approval. An applicant must convincingly show two things to receive approval:

- **A separation is impracticable:**
- **Public convenience and necessity absolutely require a crossing at grade:**  
The applicant must prove that the public's need for the new crossing is so great that it outweighs the inherent dangers.

This is not a great need; it is a private improvement for BNSF. CPUC has been approached regarding installing another at-grade crossing in Vernon and has not been receptive at all. BNSF is now trying to get Metro to fight that battle for them and circumvent the City of Vernon.

*Based on 2019 data from FRA, there were 122 roadway/highway-rail grade crossing incidents in Los Angeles County from January 2014 to December 2018. Four of those incidents occurred within the City of Vernon during the time period mentioned above, though none occurred within the Malabar Yard study area (FRA 2018). (pg. 3.14-14)*

Because of the increased freight traffic at the extension, most of the existing crossings will require upgrades. The following image from the EIS shows the improvements needed at specific crossings, including exits from private businesses onto the street.

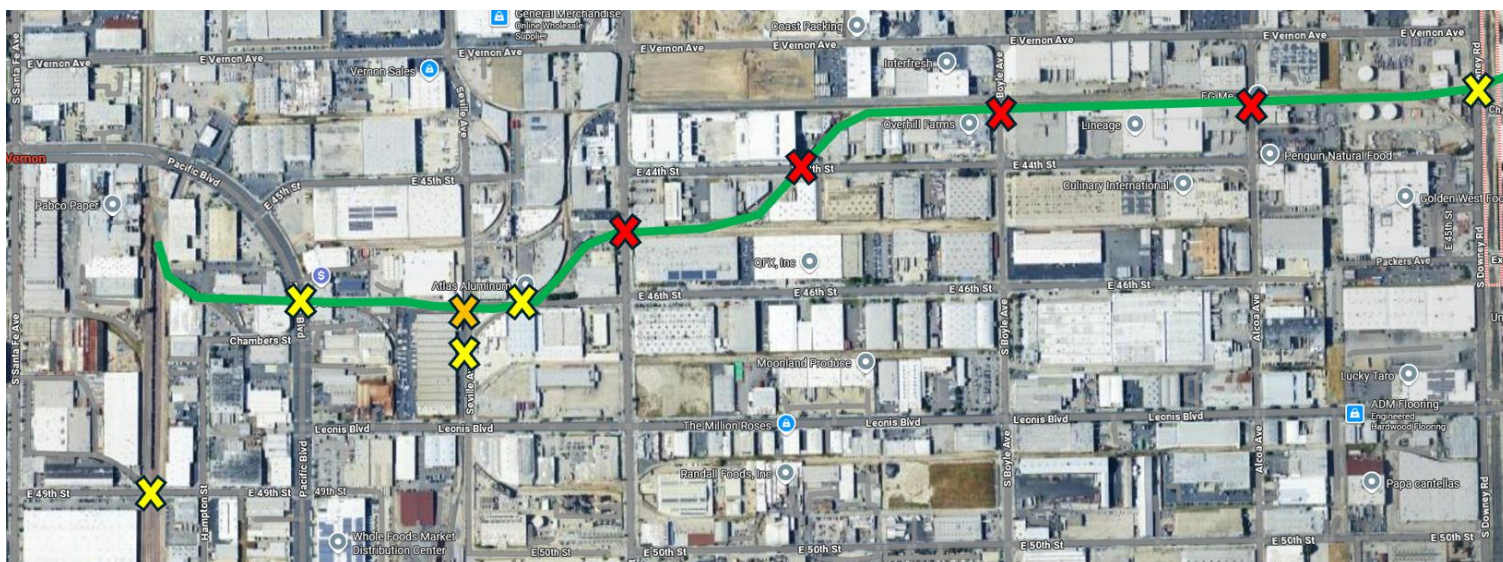
Figure 2-3. BNSF Malabar Yard Railroad Improvements (49th Street Closure and 46th Street Connector Design Option 1)





The new track and protections practically box in one industry whose employees will not even be able to enter or exit its own property while a train is moving. The unique angle of the tracks for this 900-foot length will require holding up traffic in this way in six different locations with full gates preventing traffic movement.

What the disclosures on Adverse Effects to Safety do not reveal is the chain of crossings across the city that currently have no rail traffic at all. These have been passive crossings with no trains over them for many years. Most drivers in the area likely cannot remember seeing a train cross. Regardless of the fact that these are “active” crossings in BNSF’s system, adding four daily trains to this route would effectively be like installing four additional new at-grade crossings (red X’s).



The yellow X’s are the only crossings reported on in the EIS. The EIS claims that it is not “required” to include delays from railroad crossings in its analysis, but only did so based on discussions with shipper stakeholders (Vernon businesses). The EIS therefore included delays from the six noted crossings, including the orange X, the new crossing proposed for Seville St.

However, with the changed traffic profiles for many of these crossings, many of them may require new protections. That is, with the increased vehicle traffic since these crossings were last assessed and the planned new railroad traffic, they may all now require active protections: gates, flashing lights, medians, etc. The study should include a much more thorough traffic analysis so that the FRA and CPUC can assess these safety concerns. These studies will have to be done anyway to get FRA and CPUC approvals, but Vernon should require they be completed prior to moving forward versus after the fact when choice have been diminished.

## **Air Quality:**

It is understandable that when Metro first started this project in 2015, releasing its Notice of Intent in 2016, that it used the current Air Quality guidelines from the most recent National Environmental Protection Agency (NEPA) guidelines, which were from 1978 and 1986. However, this project has now dragged on for almost a decade and clinging to the original Notice of Intent date just to bypass current health and safety codes is ludicrous. Once the entire plan was changed to involve major changes in Vernon with a Notice of Intent dated 2020, the project should have been subject to the updated environmental rules. These rules were effective for any projects started after 2018 and were a long overdue update for the outdated 1978/86 rules. Using environmental regulations that are almost 5 decades old is unacceptable. Any parts of the proposal that affect the City of Vernon should be required to base their studies on the current rules and standards.

It should be very clear that the air quality benefits claimed in the EIS are a general indirect regional benefit and in no way benefit the City of Vernon. NO traffic is moved from truck to rail for this operation, so to imply that it does is grossly misleading. There are minimal air quality benefits to the north in Los Angeles by moving the problem into Vernon; it's the same traffic moving, just consolidated in Vernon yards vs. West Yard.

In fact, the traffic delays in Vernon will have a significant negative impact on air quality due to vehicle idling. The following chart from Department of Energy is the same data

**Table 1. Idling Emissions and Fuel Use per Second**

NO <sub>x</sub> (mg)	THC (mg)	CO (mg)	CO <sub>2</sub> (g)	Fuel (cc)
0.0097	0.266	0.108	0.588	0.279

used by the IMPLAN program and the EIS. It presents the emissions from an average car idling for one second.

When applied to the idling vehicles added to the City of Vernon due to increased rail traffic and crossing delays, it reveals the following added emissions at a minimum as an adverse effect:

Minimum Added Emissions	NOx(mg)	THC(mg)	CO(mg)	CO2(g)	Fuel(cc)
DOE emission per second:	0.0097	0.266	0.108	0.588	0.279
<b>Total Daily Delay Seconds</b>					
182661	<b>1771.808</b>	<b>48587.72</b>	<b>19727.34</b>	<b>107404.4</b>	<b>50962.31</b>

This is an outstanding increase and does not account for the heavier emissions from the multitude of trucks that will be operating

The EIS notes the following sensitive receptors for air quality impacts:

- *Residences at 2415-2427 E 53rd St. (located approximately 1,325 feet [0.25 mile] south from the Malabar Yard railroad improvements).*
- *Vernon City School at 2360 East Vernon Avenue (located approximately 1,350 feet [0.25 mile] northwest from the Malabar Yard railroad improvements).*
- *Residences on Furlong Place located approximately 1,650 feet (0.31 mile northwest from the Malabar Yard railroad improvements).*

It seems odd that the study would cut off the boundary for sensitive receptors literally right on the edge of such receptors. In RII's experience, if a radius is set and sensitive receptors are found to be right on the edge of the radius, they are included in the assessment. The point of the assessment is to protect those sensitive areas, not skirt dealing with them.

Then it is incredulous that Stacy Medical Center was not included as a sensitive receptor. This is the main emergency central for occupational health and injuries for the high industrial city. Stacy Medical Center sits at the center of these operations, both during construction and operations, at the northeast corner of Pacific Bl. and 46<sup>th</sup> St. at 4580 Pacific Bl.

The map on the following page from the EIS shows how the buffer zone for air quality concerns cuts off exactly at the sensitive receptors. Stacy Medical Center has been added to the map to show its location within the buffer zone and proximity to the proposed construction.



Figure 3.5-1. Sensitive Receptors Closest to Malabar Yard Railroad Improvements



The EIS claims that air quality impacts for these operations will be beneficial.

### ***Direct Effects – Operations***

*As shown in Table 3.5-6, any combination of design options for the Malabar Yard railroad improvements would result in a net reduction in regional CO2 emissions because it would reduce train miles for empty intermodal railcars and reduce truck VMT. Direct effects would be beneficial.*

This made no sense whatsoever since there is less than a mile difference in distance between how the cars are handled now, how they would be handled out of Malabar Yard or how they are proposed to be handled between Malabar and LA Jct.

West Yard = 2.95 rail miles between closest points of West Yard and Hobart Yard

Malabar Yard = 2.41 rail miles between closest points of Malabar to Hobart Yard via north connection

Malabar Yard = 1.47 rail miles between Malabar Yard and LA Jct. A-Yard via 46<sup>th</sup> St. connector

Then we realize that the air quality assessment is comparing Barstow as the alternative, as if BNSF would ever store the orphaned trainset that far. It would never happen. BNSF would sooner repair tracks in Vernon to park the cars than transport them that far and back in. It is understood that capacity within the city is strained during peak time, but manipulating the figures with this kind of hyperbole is misleading and false.

Also, NO trucks would take this freight; it will still move by rail no matter where BNSF parks the trainset. Lastly, as stated, any air quality benefits, if indeed there are actually any, would be spread out over the southern half of the state, while Vernon takes the brunt of the significant negative local air quality impacts.

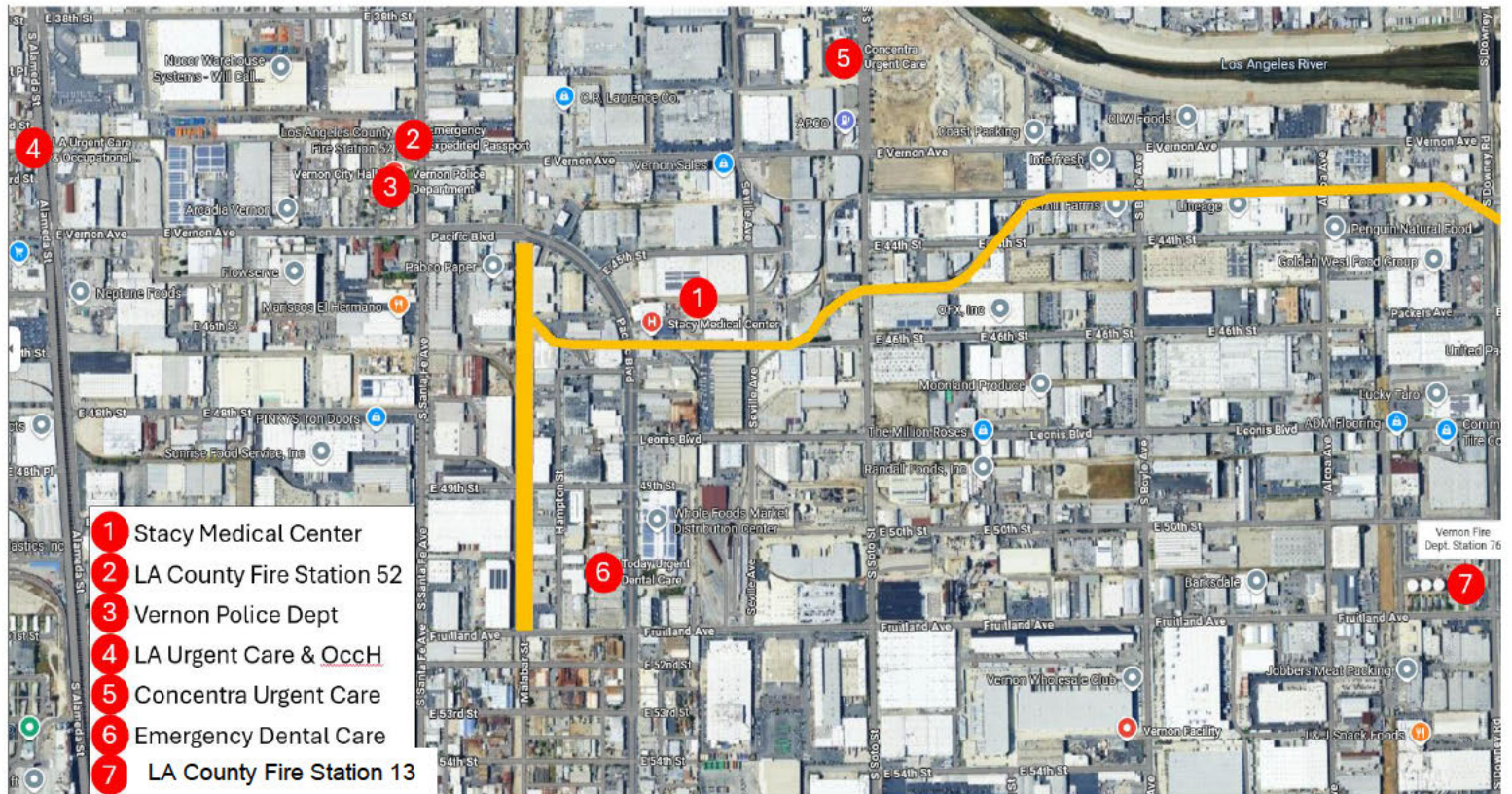
The EIS is actually not clear on how it arrived at the air quality savings figures. It would help to know the exact parameters they used for comparison, such as origin and destination point in Hobart for distance, number of cars estimated and projected for the conversion rate, and exactly how they calculated it. If it was IMPLAN's calculation based on number of trucks moved to railcar, the above statements hold true that the cars would never be stored so far away and would never move to truck.

Our assessment shows that there are several options for storing the cars within the immediate vicinity.



## Emergency Services:

The proposed services effectively cut off half the city from the other half whenever a train is running. The traffic delays shown for the intersections will have a compounded effect for the emergency services within the city.



1. Stacy Medical Center is a hospital located literally right next to the proposed extension. This is the primary emergency facility for work injuries in this highly industrial manufacturing city with 40,000-50,000 direct employees. While a train is moving, no emergency vehicles can reach the entire south half of the city without waiting or by going all the way up and around Malabar Yard, almost a mile out of the way.
2. LA County Fire Dept 52 works in conjunction with #7 LA County Fire Station 13 (formerly Vernon Fire Dept 76). These two Fire Stations protect the City of Vernon west of the LA River, with the closest station responding to emergencies. With a train bisecting the city, the closest fire station will not be able to reach everything in its jurisdiction in a timely manner. For example, an incident at Pacific and Leonis, only 2000 feet away from Fire Station 52, would need to be served by Station 13, over a mile away.

3. Vernon Police Dept. has the same issue reaching the entire south half of the city in an emergency whenever a train is present.
4. LA Urgent Care and Occupational Health and the Concentra Urgent Care are both located north of the proposed bisection and the south half of Vernon would be delayed in reaching these emergency facilities.
5. Concentra Urgent Care – see #4 above
6. Emergency Dental Care facility may seem like a rare type of emergency, but because of the heavily industrial area, injuries can be to the extent requiring these services more often than general commercial areas, which is the reason the facility is located in Vernon. Similarly to the urgent care centers north of the bisection, injured people would face delays from trains or long traffic diversions to get around the trains to this facility south of the bisection.
7. LA County Fire Dept 13 – see #2 above

The vehicle traffic delays expanded in the traffic section of this chapter escalate the concerns for these services where seconds make the difference between life and death.



## **Hazardous Materials**

The following statement in the EIS describes the risks from haz-mat in the city:

### *Direct Effects – Operations*

*The routine transport, storage, use, or disposal of hazardous materials and wastes during operations of the Malabar Yard railroad improvements could result in accidental releases from improper handling of hazardous materials and wastes. However, the volume of hazardous materials and wastes to be transported, used, or disposed of during operations would not be substantially different than the existing condition in the vicinity of Malabar Yard. Freight storage would be accommodated at Malabar yard, which could potentially increase the quantity of hazardous materials on site but would not substantially increase the risk of accidental release. The limited potential for release of hazardous materials and wastes during the routine transport, use, storage, and disposal of such substances used during operation of any combination of design options would not create substantial hazards to the public or the environment. BNSF facilities already in operation would continue to provide areas for safe storage, containment, and disposal of chemicals and hazardous materials during operations, including waste materials, in compliance with existing regulations and legislation governing the safe handling and disposal of hazardous materials. Therefore, no direct adverse effect would occur. (Page 3.10-18)*

However, Metro and BNSF are not asking to continue storing haz-mat railcars in the yards, they are asking to transport it daily through the city. How is that not an increased risk to Vernon? It increases the area of risk and risks to the number citizens, businesses, visitors and employees of Vernon. Then again on page 3.10-21, stating that general railroad operations involve the risk of “*hazardous materials and wastes, such as gasoline, brake fluids, and coolants that could be subject to accidental releases*”, but since there are already heavy rail operations “in the immediate surrounding area,” the rest of Vernon will just have to accept it. “*No adverse effect.*” Reliance on compliance with regulations is not helpful for Vernon in this case.

## **Water Quality**

The effect of the increased trains by the river was acknowledged as an adverse effect. However, the best mitigation offered is to make BNSF comply with “Best Management Practices” to minimize water degradation. Railroad operations automatically produce said chemicals, metals and pollutants, and BNSF will be free to operate any way they wish once started, so BMPs are a false mitigation. The point is that the impact to Vernon’s water quality, which is negative, and no mitigation has been offered for this new pollutant of increased trains or risks of contamination.

## Future Development

The City of Vernon has its own vision of development within its boundaries. Vernon began formulating new development ideas and concepts in 2015. These plans include diversifying development with new mixed use areas and open spaces, increasing the population and voter numbers by adding more housing options, diversifying the economy by bringing in new modern industries while still supporting its manufacturing base, expanding transportation options with trails, bicycle paths and transit routes, and supporting cleaner energy with electric charging stations for heavy trucks, hydrogen generation energy facility and making its own natural gas-fired power generation facility available for new industries.

Vernon has come a long way in the last decade. It is a small city in comparison to Los Angeles, but it has unique qualities and resources that make it stand out. Vernon has been working hard to capitalize on those special qualities rather than be dismissed as the dirty industrial area that is taken for granted. As a self-governing and responsible authority, the City of Vernon has a right to self-determination as far as its development and activities within its boundaries go.

The EIS Plan is referencing outdated City of Vernon Plans from 2007 and 2015 in order to deem the effects of its proposed modifications as “Consistent” with their plans. The following excerpt and tables from the EIS state that there are no residential units in the study area, when the Vernon West Side Specific Plan absolutely shows residential units in the area.

*3.15, Socioeconomics and Communities Affected • Local Gov’t Services (Schools/ Libraries)  
o Schools – The Malabar Yard railroad improvements do not include residential development that would directly generate population growth. As no residential units are proposed, there would not be an increase in the number of school-age children in the area, and thus, no new demand for educational services would be generated. The schools located in the vicinity of the Malabar Yard study area would not be physically impacted or altered in a way that would cause relocation or need for new facilities. No effect would occur.*

**Table 3.2-2. Consistency with Applicable Plans, Policies, and Local Land Use Controls**

Policy/Goal	Malabar Yard Railroad Improvements
<b>Federal</b>	
<b>Partnership for Sustainable Communities Livability Principles</b>	
Principle 1. Provide more transportation choices. Develop safe, reliable and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions and promote public health.	<b>Consistent.</b> Any combination of design options for the Malabar Yard railroad improvements would provide for efficient rail service that minimizes impacts on the local street system.

State	
California Transportation Plan 2050 (2021)	
<p>Goal 1: Safety. Provide a safe and secure transportation system.</p> <p>Goal 8. Infrastructure. Maintain a high-quality, resilient transportation system.</p>	<p><b>Consistent.</b> Implementation of any combination of design options would support physical railroad improvements and operational modifications capable of maintaining BNSF's operations and preserving the current levels of freight rail operations and regional goods movement.</p> <p>All Malabar Yard railroad improvements would be designed and constructed to comply with FRA and CPUC standards and specifications to maximize safety for both motorized and non-motorized forms of transportation. Safety improvements at identified at-grade crossing locations would be implemented to minimize potential safety concerns between motor vehicles, pedestrians, bicyclists, and freight trains.</p>
Smart Mobility Framework (2010)	
<p>Smart Mobility Principles:</p> <p>Reliable Mobility. Manage, reduce, and avoid congestion by emphasizing multimodal options and network management through operational improvements and other strategies. Provide predictability and capacity increases focused on travel that supports economic productivity.</p> <p>Robust Economy. Invest in transportation improvements – including operational improvements – that support the</p>	<p><b>Consistent.</b> As the Malabar Yard railroad improvements are associated with the Link US Project, the railroad improvements would contribute to enhancing rail yard capacity for regional and intercity rail trains, and providing interconnectivity to the planned HSR system, making it an attractive alternative to congested highways.</p>
<p>economic health of the state and local governments, the competitiveness of California's businesses, and the welfare of California residents.</p>	

This is simply a canned generic railroad response assuming that every railcar equals cars off roads and improves freight for all. This project moves no cars off roads and benefits only BNSF, hiding behind the benefits to Metro and general freight at the expense of Vernon health and prospects. Metro needs to wrangle these side-deals with BNSF using its own assets or at least for communities who can benefit from them.

All claims to be “Consistent” with City of Vernon’s plans are false and misleading, relying on old documents. City of Vernon rejects this plan as it is NOT consistent with its city plans and vision of the future.



## Mobility and Transportation Diversity

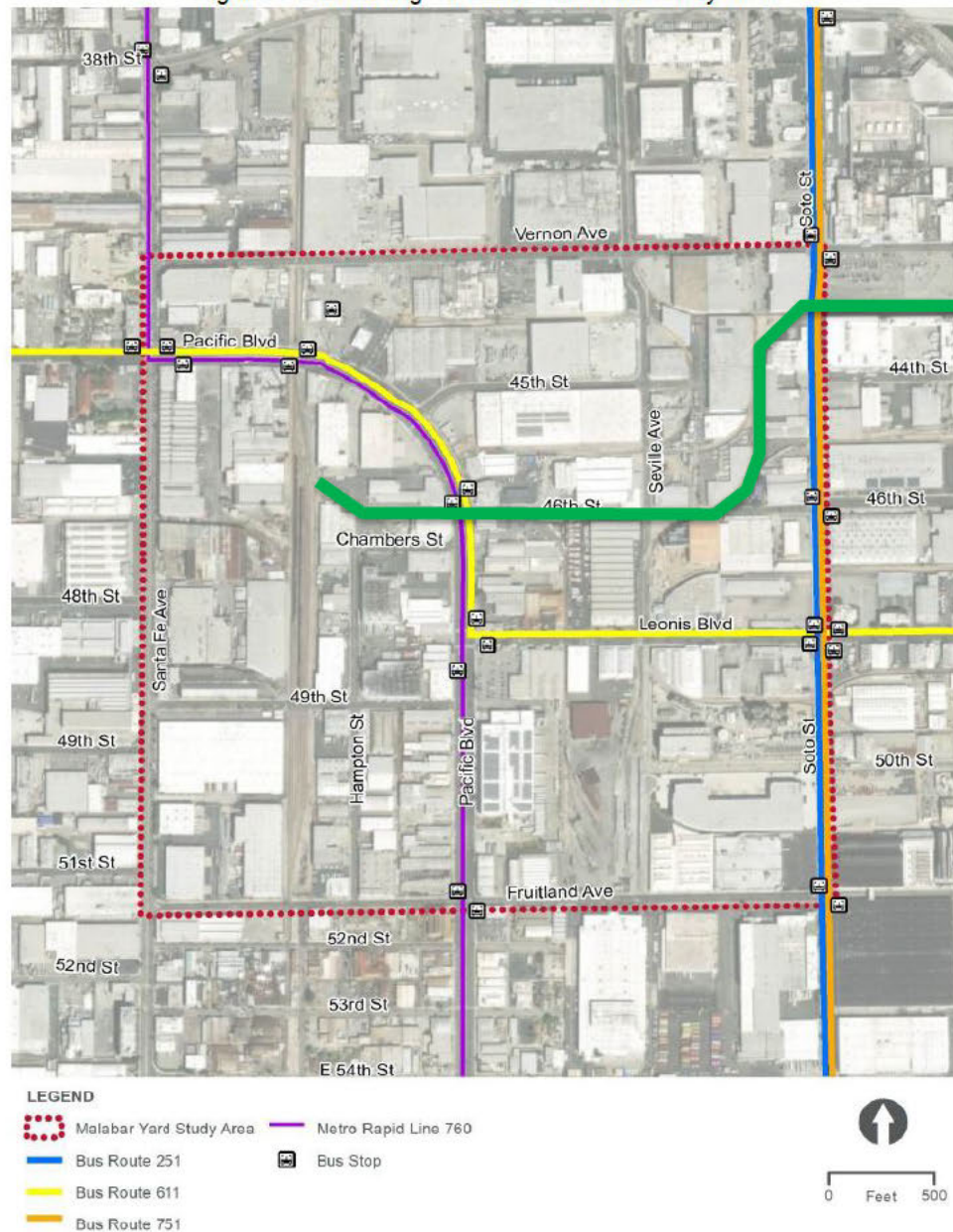
Availability of public transit is strongly linked to the growth and success of cities. It makes the city more attractive to workers, makes jobs more accessible, expands the workforce options for employers and allows businesses to be more competitive. The City of Vernon likely does not need to express to Metro the importance of reliable transit lanes serving the city. Yet, this proposed freight rail expansion would bisect all four public transit routes

currently serving Vernon. This map from the EIS has been overlayed with the freight rail route in green.

The EIS acknowledges that the proposed operations would likely impact these transit routes, and yet the only mitigations offered are “further coordination with CPUC and City of Vernon.”

The mitigation strategies for TR-3-6 only attempt to preserve compliance, without actually addressing impacts to the systems in Vernon. Just because a mitigation brings a negative impact into compliance, does not mean that Vernon did not still suffer a decline.

Figure 3.3-4. Existing Bus Routes in Traffic Study Area





The City of Vernon has been planning a bicycle system since 2016. It has been measuring traffic on key streets to determine which lanes can support an extra bicycle lane, and vehicle traffic and capacity are the key determining factors for the planning and success of any Vernon bicycle program. This chart shows how the city examined traffic in 2016 to show which traffic lanes could support addition of a bike lane without putting intersections into the “F” level of service category.

**Table 5-1: Intersection Volume/Capacity and LOS for 2016 Base Conditions and Lane Reduction Alternatives for Bikeways**

Intersection	2016 - No Build	Alternative 1	Alternative 2	Alternative 3
Alameda St & Slauson Ave LOS (AM/PM)	B/B	B/B		
Santa Fe Ave & 25th/26th St LOS (AM/PM)	C/D	-1 SBT F/F		
Santa Fe Ave & Vernon Ave/Pacific Blvd LOS (AM/PM)	C/D	-1 NBT F/F		
Pacific Blvd & Leonis Blvd * HCM 2000 LOS (AM/PM)	B*/C*	B*/C*		
Soto St & 26th St LOS (AM/PM)	C/C	-1 SBT F/F		
Soto St & 37th St/Bandini Blvd LOS (AM/PM)	E/E	-1 SBT F/F		
Soto St & Leonis Blvd LOS (AM/PM)	D/C	-1 SBT & -1 EBT E/F	-1 EBT D/D	-1 SBT E/F
Boyle Ave & Leonis Blvd LOS (AM/PM)	B/B	-1 EBT B/C		
Boyle Ave & Slauson Ave LOS (AM/PM)	E/E	-1 SBT & -1 EBT F/F	-1 SBT E/F	-1 EBT F/F

## **Cost to Economic Development**

An economic impact study by Hymel examined traffic congestion and employment growth in 85 metropolitan areas between 1990 and 2003 and found evidence of rising regional traffic congestion choking employment growth. For example, a 50 percent reduction in congestion could boost employment by 10 to 30 percent in America's top 10 most congested cities. For Los Angeles, the most congested city in the U.S. in several measurement categories according to the Texas Transportation Institute, a 10 percent increase in regional congestion reduced employment growth by 4 percent, according to Hymel's estimates. By contrast, 10 percent reduction in travel times could boost production of goods and services by 1%.

This project would negatively affect the competitiveness of Vernon's businesses in numerous ways:

1. Diminished workforce because employees only look for work that they can reach within a certain amount of time
2. Downtime for delayed employee arrivals
3. Rescheduling deliveries and pickups to miss traffic/train times
4. Lost productivity
5. Extra fuel and labor costs for shipping

The EIS states: *Overall, it is estimated that the ROW acquisitions required would displace approximately 48,872 square feet of building space. These ROW acquisitions may result in some property tax losses to the county and city as well as job losses. Specifically, it is expected that up to 46 jobs<sup>2</sup> could be displaced and property taxes would decrease by \$61,001 approximately every year.*

Yet, it proceeds to conclude that this results in "No adverse effects." This makes no sense and is by definition an adverse effect for the city. It does not even include the adverse effects of the trains running through town and their adverse traffic effects.

A 2019 study by American Road and Transportation builders Association measured the cost to the economy per hour for traffic congestion for cities across the United States. It reported that the average cost per hour for traffic congestion in Los Angeles on streets near Vernon (Cesar Chavez Ave. and Azusa Ave.) to be \$420. This equates to a cost of almost \$7.8 million annually to the City of Vernon in economic development opportunity if the proposed trains were running, not counting indirect and induced costs.

Daily Hours Delays	Annual Hours Delays	Cost per Hour	Annual Hours Delays
50.74	18519.75	\$ 420	\$ 7,778,297

## Alternatives

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The EIS appears to have explored alternatives to Malabar Yard for storage of the intermodal cars, but it did not examine them very closely. There was no examination of traffic, projections, yard capacity, distances, etc. It appears that BNSF was consulted regarding which location(s) would work and provided its wish list. The reasons for eliminating the other prospects are broad and vague. It appears as if the alternatives were only examined through confirmation bias with the goal of Malabar Yard being the only option, and all studies ploughed forward with this assumption as if it was the only option.

Both via historical aerial imagery and through RII's inspections in September and October 2025, there appear to be several alternative options to replace 5,500 feet of storage capacity, or even 3,350 as the EIS stated would be enough to maintain "... *BNSF's ability to stage and store empty bare tables from BNSF Hobart/Commerce Intermodal Yards and nearby ports ...*" (Appendix Q – Alternatives page 1.1-12).

Hobart Yard, Commerce Yard, LA Jct. Yard and even Pico Rivera have numerous tracks that are rarely ever full and could easily serve as storage for the needed empty train sets. In addition, there were numerous unused tracks in the area owned by both Metro and BNSF, from sidings and unused industry tracks to leads and other abandoned rights of way that could be upgraded. Many of these have space to build additional tracks if necessary. It is up to Metro and/or BNSF to give better evidence and study as to why any and all of these options are not viable. The explanations in the EIS for eliminating these options are vague and give no measured evidence or reasons other than broad generalization about them being at 100% capacity, have too many other facilities and would take too much property acquisition and reconfiguration to consider. The City of Vernon has pointed out much more to "consider" for the Malabar Yard option, so perhaps these things should also be considered for the other options.

Even Malabar Yard itself as an option could be utilized more to compensate for the lost storage capacity without the proposed enhancements. The key is that all Metro has to accomplish with BNSF for this project is replacing the car storage being lost – nothing more. The alternatives were not looked at closely, the obstacles to the few that were identified have been exaggerated and there are numerous options available.

## Malabar Yard Alternatives

There are numerous options for using Malabar Yard as it is without the purported changes of the proposal:

### **Existing Malabar Tracks:**

BNSF could simply use the existing tracks in Malabar when necessary for intermodal overflow. Malabar Yard is currently rarely full and there is space for extra empty intermodal flat cars on a given day. RII has demonstrated on Page 14 that there is substantial space available in Malabar Yard today if needed. Since the EIS was not clear on whether the 3,350 spaces it said would be available if 49<sup>th</sup> Street crossing was removed, we cannot be certain whether that included the Metro track through the yard (westernmost track). If it did not, Metro should allow it as an example of it giving up something through its negotiations versus expecting Vernon to give so much up with no benefits. That track alone is 2,330 feet of car storage space.

Malabar Yard in Feet	With 49th St. Crossing in Place														With 49th St. Crossing Removed		
	South End	Storage	Capacity	By ft road clearance		North End	Storage	Capacity	By ft road clearance		Total Yard	Storage	Capacity	By ft road clearance		Total Track	Storage
Track	Total Track	150ft	100ft	50ft	20ft	Total Track	150ft	100ft	50ft	20ft	Total Track	150ft	100ft	50ft	20ft		Capacity
Through Track	960	700	750	800	830	1680	1370	1420	1470	1500	2640	2070	2170	2270	2330	2700	2430
Yard Track 1	870	595	645	695	725	1550	1300	1350	1400	1430	2420	1895	1995	2095	2155	2470	2245
Yard Track 2	780	530	580	630	660	1485	1240	1290	1340	1370	2265	1770	1870	1970	2030	2300	2105
Yard Track 3	690	450	500	550	580	1400	1150	1200	1250	1280	2090	1600	1700	1800	1860	2215	2025
Yard Track 4	615	370	420	470	500	1345	951	1001	1051	1081	1960	1321	1421	1521	1581	2020	1681
Yard Track 5	545	290	340	390	420	1120	875	925	975	1005	1665	1165	1265	1365	1425	1720	1520
Yard Track 6	440	280	330	380	410	1020	864	914	964	994	1460	1144	1244	1344	1404	1510	1494
Access Tracks	1044					700					1744					1744	
Totals:	5944	3215	3565	3915	4125	10300	7750	8100	8450	8660	16244	10965	11665	12365	12785	16679	13500

\*Access Track includes paved track in crossing, lead track to access each track and crossovers.

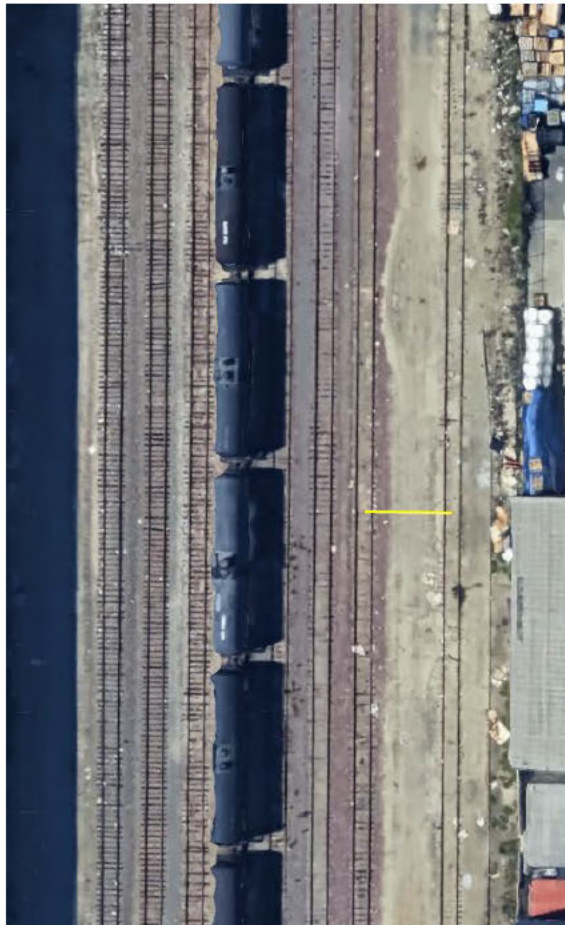
\*Storage capacity deducts switch clearances and roadways clearances.

\*Does not count industry tracks branching off from the yard.



### ***Build One More Track in Malabar:***

BNSF could build one more track in Malabar along the east side off the lead track on BNSF property. Parcel lines show BNSF owns this property and there is enough space for exactly one more track to maintain the 13 feet distance from the centerline of any other track in the yard. There is enough space to add a track over 1,700 feet long.



The blue and yellow lines show the parcel lines, with BNSF owning the blue parcel. The narrow strip along the west side is the Metro-owned track. The red line denotes where the new track could be constructed within the existing yard, parallel to existing tracks.





### ***Rehabilitate the Siding in Malabar Yard:***

Also, property records show BNSF owns the property all the way up to the buildings along the east side. There are two existing tracks running behind those buildings within the yard, with one running the entire length of the yard along the back of the buildings that has not been used in a long time. These tracks were not included in the overall Malabar Yard measurements for storage capacity. Rehabilitate one or both of these existing tracks to handle additional storage on property already owned and controlled by BNSF.

The red line to the right is an existing track within the yard running along the back of the buildings. This is railroad property and BNSF could use it for storage if it was truly needed. This track begins as two tracks on the north side of the yard with one track ending in the north yard. Aerials show random cars are placed on these tracks sometimes.

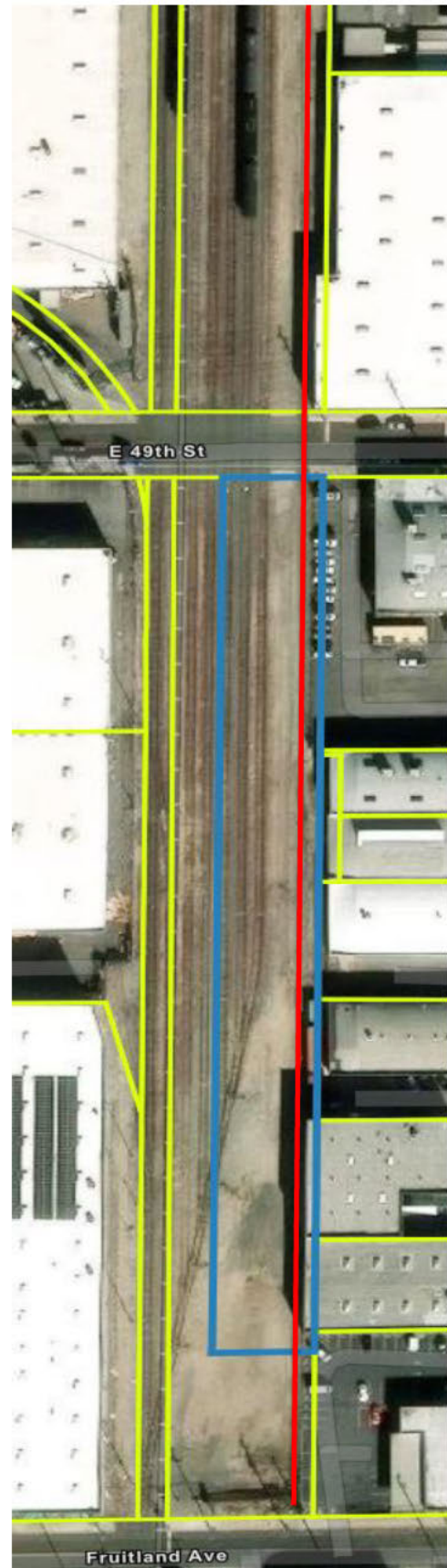
The other track extends all the way across 49<sup>th</sup> Street, through the south end of the yard to Fruitland Ave. Both tracks together total 2,900 feet of potential storage space.

The key point is that there is space in Malabar Yard to replace the lost storage space at West Yard without closing 49<sup>th</sup> Street.

Construct additional Track = 1,700 feet

Rehabilitate existing eastern tracks = 2,900 feet

Fully utilize the south end of the yard, observing a 20-foot clearance from 49<sup>th</sup> Street as is the current clearance practiced = 4,125 feet



## LA Junction Alternatives

LA Jct. Railroad has numerous options throughout its 64-mile system for railcar storage. None of these appeared to be explored; only broad general dismissals about “no land area available,” “too many industries around it,” “the river is a barrier,” and again, “any reconfiguration would require....” None of these are true for many of the options.

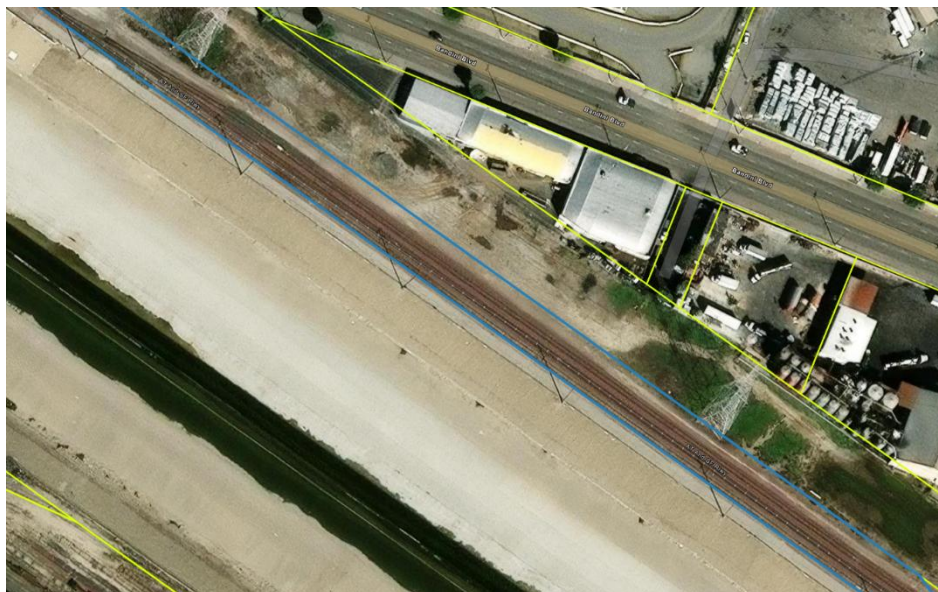
### **LA JCT. A- Yard:**

We find it hard to believe that not a single track in the main LA Jct. Yard can be dedicated to intermodal storage. If the closest track to the river were dedicated, easily pulled across the bridge to Hobart, it would add 2,200 feet of storage capacity. Property lines also indicate there is room for one more track to be constructed along the south side for another 1,300 feet, if needed.

More important are the three tracks located right across the river. These tracks are usually empty based on historical aerial images. They are used for overflow traffic when either intermodal or manifest traffic is heavy. The northern/easternmost track is used to serve two industries off the yard, but most of the tracks on those leads have been pulled up, although BNSF still owns the right of way.

By not even touching the outer track to those industries and using only the two tracks nearest the river, there is over 7,000 feet of storage capacity. If the industry were accessed only from the south/east end (where the bridge is anyway), another 2,000 feet of storage capacity could be dedicated on the north/west end of that track. This is all on existing track rarely used today.

The property line for BNSF also extends well to the north of the tracks, allowing enough room for one more track to be constructed if needed, for another 2,000+ feet of storage.





### **LA Jct. B Yard:**

This yard appeared to be quite busy, and investigation shows that it indeed appears to have no land available for additional tracks. It is bound by the river, industries and other leads. Perhaps this is the LA Jct. Yard that was being described in the EIS. It fits the description of why it is not a candidate for storage capacity. Its situation is unique from the other locations on the LA Jct. railroad, however.

### **LA Jct. C-Yard:**

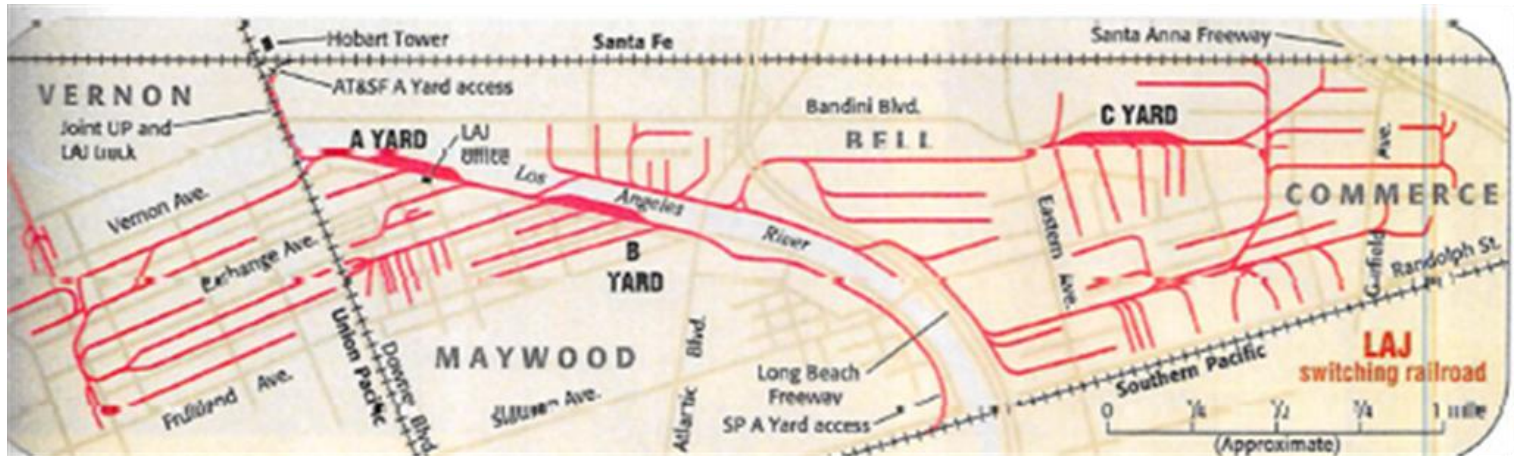
This is a 15.58-acre parcel located in the City of Commerce behind the industries between Bandini Bl. And Rickenbacker Rd.; it already stores empty intermodal trainsets, is ideally located for easy transport to and from Hobart and Commerce Yards, and has room to add more tracks. Without moving anything else in the yard and attaching to existing tracks, there is room to add 5,500 feet of storage capacity. By cleaning up and consolidating (or even relocating) the track materials located at this site, even more tracks could be put in. Track materials and equipment have many more options for storage than railcars and the tracks for them. There is no need to waste long parcels like this if they are truly needed for intermodal storage, especially at the expense of other stakeholders like Vernon who otherwise have negative impacts.





### **LA Jct. Unused Right of Way:**

LA Jct. has 64 miles of track running through Vernon, Bell, Maywood and Commerce, most of it unused. The following map from 1992 illustrates the numerous spurs branching out all of the small area. Although BNSF has sold off some of these rights of way, it still owns many of them, with track pulled up or sitting idle.



This report has highlighted numerous specific spots where tracks could be reconstructed or rehabilitated on BNSF owned right of way that has been left to deteriorate. Many are long corridors and leads ideal for storage. Even in corridors where BNSF still has current operations, often the right of way is wide enough for more than one track and excess tracks could be used for storage.

BNSF could utilize any of this property to store railcars as needed. Existing properties of BNSF and Metro should be the priority here.

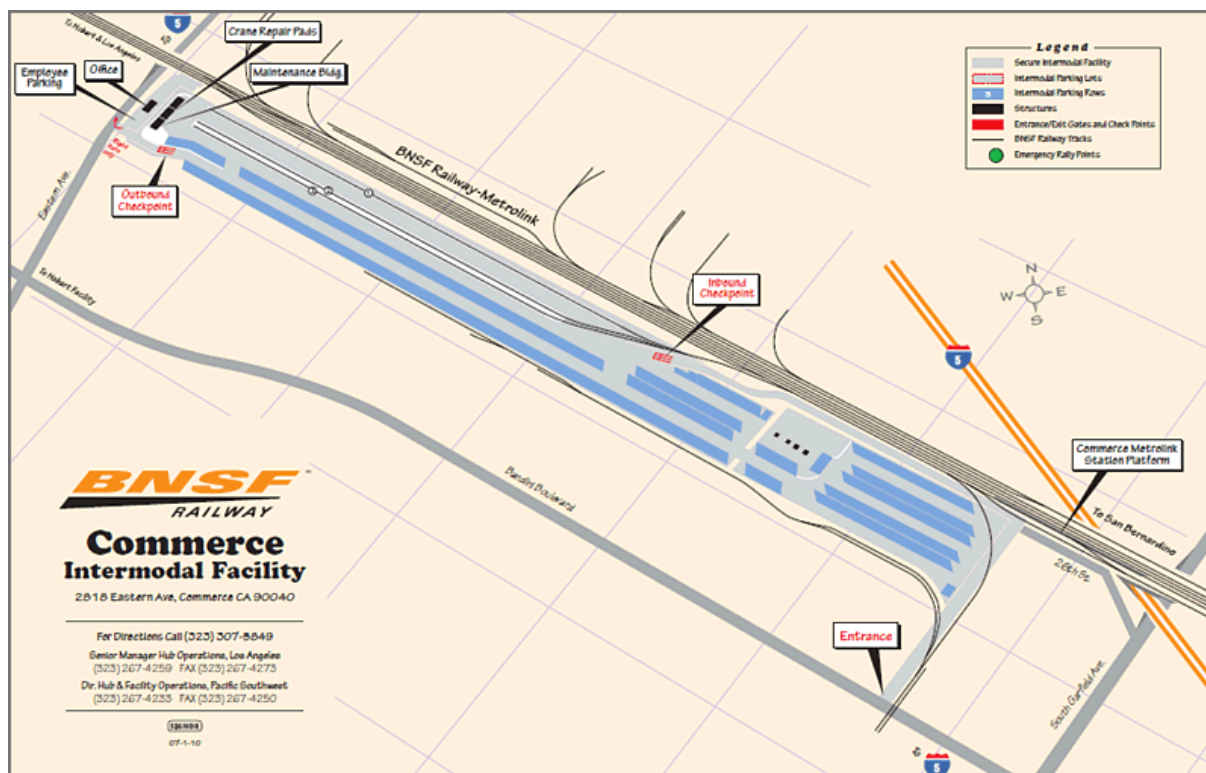
## Commerce Yard Alternatives

Commerce Yard was eliminated by noting a long list of arduous things that would need to be done without locating them, explaining measurements and impediments, comparing costs and stakeholders, etc.

Only broad generalizations were given as reasons, such as:

*“Any change to the existing intermodal facilities at BNSF Commerce Yard would impact the shared passenger/freight rail network in the region and BNSF’s ability to maintain current levels of freight rail operations and regional goods movement”.*

This statement is simply untrue. There are options that do not touch any passenger operation and options that maintain BNSF’s current level of capacity and efficiency.

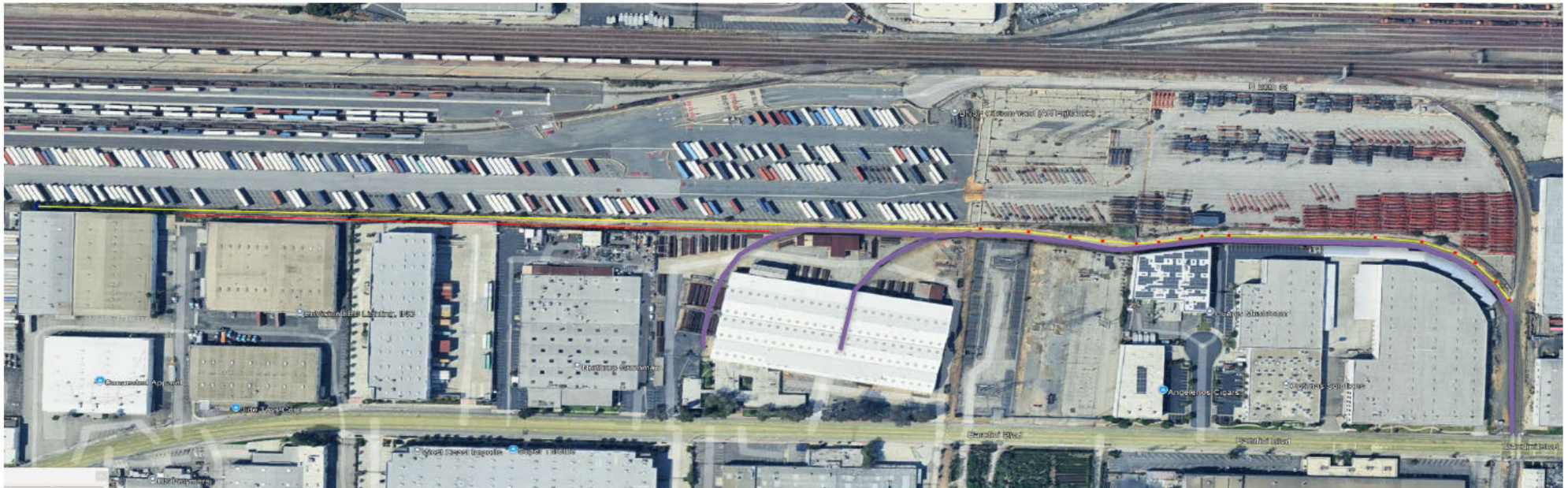


Claims that any reconfiguration would have negative impacts on other operations are dismissed since this is exactly what the City of Vernon is being pressured to do – adjust its own operations to accommodate this major infrastructure and traffic impediment. If BNSF and Metro want to work out a deal, they may have to reconfigure their own operations.



### ***South Industry Lead:***

Without moving any existing infrastructure, BNSF could make better use of the land it already owns. This is an industry lead running along the southern border of Commerce Yard.



The purple line is the existing track in use serving the industries on the south. The track is not in use beyond the customer in the middle, so the red line indicates existing out-of-service track in poor condition. The right of way in this location is owned by BNSF and is wide enough for two tracks (it appears that two tracks went through here at one point and there are switches and branches where the track curved to other industries in the past). While maintaining the tracks currently used for the existing industries, BNSF could construct/rehabilitate the right of way to support two complete tracks, adding 4,700 feet of storage capacity between the two tracks.



### ***Relocate Truck Entrance:***

This more ambitious option allows at least three tracks to be constructed where trucks currently enter Commerce Yard. The current layout wastes space along an entire street that could be used as well as wasting significant space in the equipment storage yard. A minimum of three tracks could be constructed along the northern fence line of Commerce Yard of approximately 1,900 feet each, adding 5,700 feet of storage. The 26<sup>th</sup> Street closure would have no impact since this BNSF facility is the only thing it accesses.



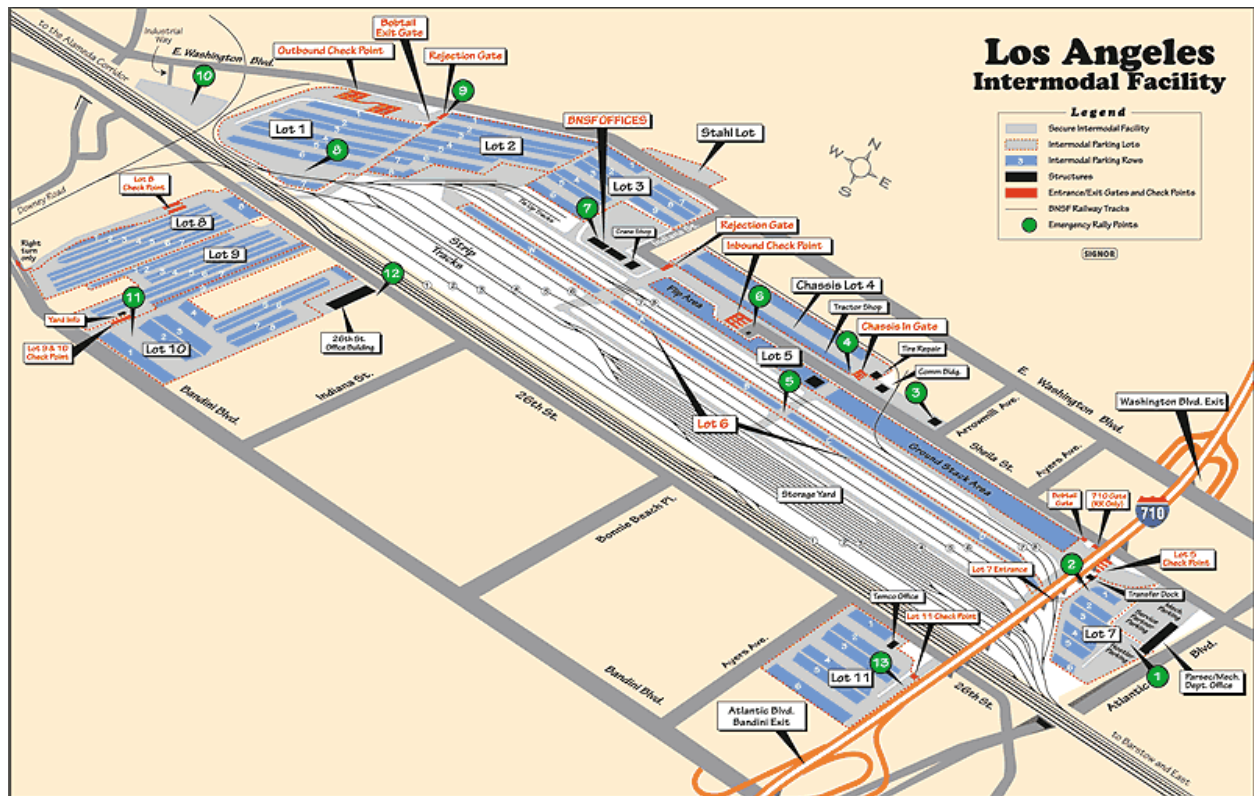
This option would require relocating the existing truck entrance, but there is space to place this entrance on the east side of the facility. It would then simply require rearranging some equipment and restriping lanes for the trucks, all on BNSF property. This reconfiguration does not affect passenger traffic in any way, any industries, nor any other property except the City of Commerce. The property on the east side is owned by the City of Commerce (in blue) and serves no purpose at this time. Utilizing this parcel for the truck entrance and cul-de-sac for trucks to turn around (orange) would not impact the surrounding parcels or land uses, and the rest of 26<sup>th</sup> Street would remain intact for industries to use. The same trucks entering Commerce Yard today already use this parcel to traverse to the strip of 26<sup>th</sup> St. that enters Commerce.

This option would need to be presented to the City of Commerce for feedback and concerns the same way the City of Vernon should have been consulted about Malabar Yard.



## Hobart Yard

Hobart Yard is the busiest intermodal and unit train yard and appears to be boxed in on all sides against further growth. There is no open or unused space that could be feasibly repurposed that would allow a new track of at least 1,000 feet.



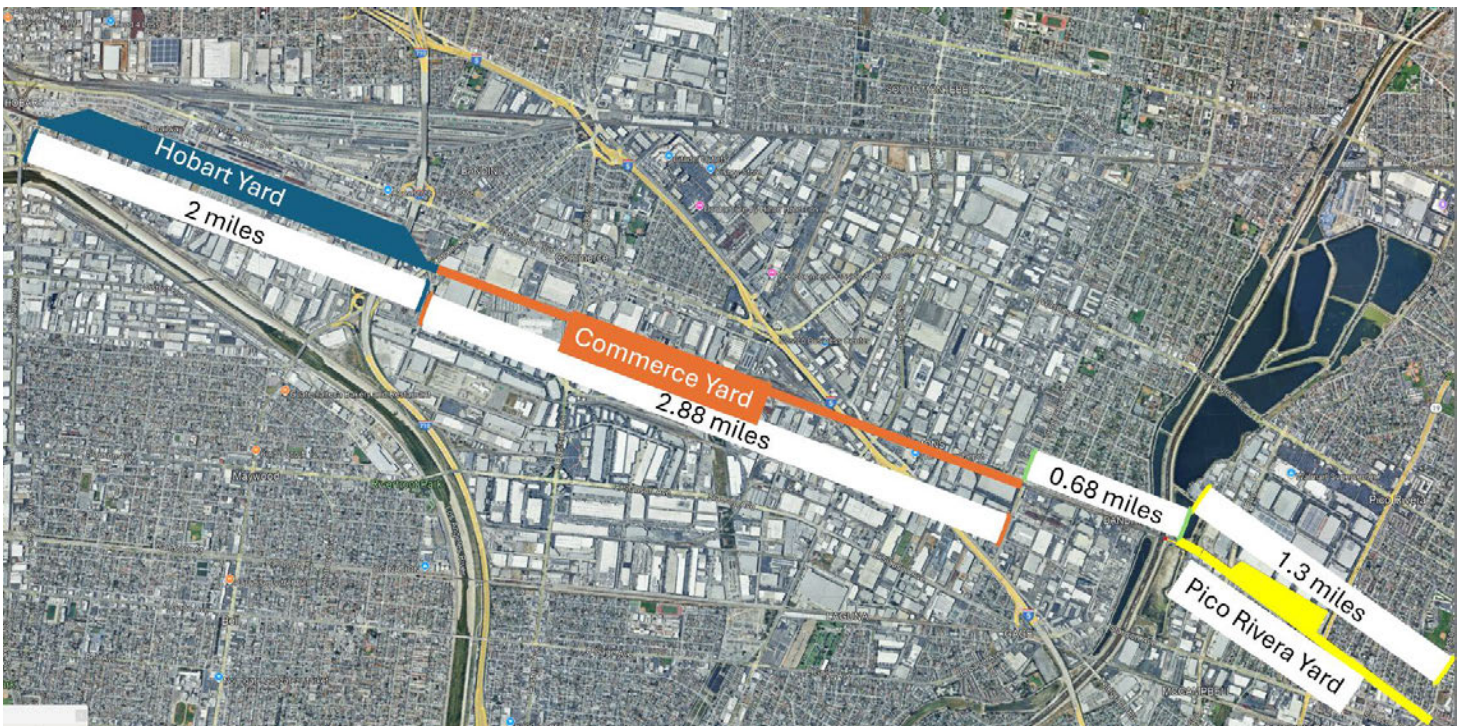
Out of all of the options addressed in the EIS, the following statements appear to be true for Hobart Yard:

*BNSF Hobart Yard does not have enough available land area to accommodate additional storage track capacity for empty bare tables in its current configuration because all space available at BNSF Hobart Yard is occupied by site-specific facilities associated with intermodal operations (i.e., intermodal tracks, buildings, operation centers, maintenance buildings and storage/mechanical workshops, drive aisles, truck parking, truck maintenance docks, chassis/crane parking, and chassis/crane maintenance areas). The existing footprint of BNSF Hobart Yard is at full capacity.*

## Pico Rivera Yard

This option has been misrepresented as being 5 miles away from the intermodal yards of Hobart and Commerce in order to eliminate it quickly. By measuring the distance from the farthest points of Hobart Yard to the farthest of Pico Rivera Yard, the EIS has given the impression that Pico Rivera Yard is too far away to be considered. This is a gross misrepresentation since proximity to these yards is the greatest factor in determining the most efficient option, and Pico Rivera Yards starts just 3,500 feet from where Commerce Yard ends.

The yards themselves are over a mile long each. The yard limits are measured from where the triple track of the main line splits into at least four or more tracks, even though there may be additional shorter tracks in a wider section of the yard, matching BNSF's yard limits in its timetables. (Hobart Yard limits may extend farther than noted here, shortening Commerce Yard, but wherever Hobart ends, Commerce begins). This illustrates the fact of how close Pico Rivera Yard is to these intermodal hubs, less than a mile, or only 3,500 feet. It should therefore be considered one of the best options, even greater than Malabar.



Pico Rivera is already used to assist intermodal operations. The EIS stated that Pico Rivera Yard was used for merchandise cars and mixed freight, but failed to mention works well for intermodal as well. Aerial images show intermodal trains parked on Pico Rivera's long tracks at certain points as necessary.



## ***Recommendations and Concerns***

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It will be important for Metro to provide the studies requested by the City of Vernon before moving forward with this plan. The proposed modifications to the City of Vernon's infrastructure are permanent and will have a major impact on its future development. The challenges brought up by the City of Vernon must be addressed before any more time is wasted on studies using old or incomplete data, not consulting all stakeholders for ongoing input and trying to push for a specific alternative instead of honestly exploring others.

### BNSF Perspective

BNSF acquired the LA Jct. assets in 1928 under its predecessor Atchinson Topeka and Santa Fe Railway (ATSF). This terminal railroad remained one of the busiest railroads serving 400 factories on almost 64 miles of track within a 2,800-acre industrial district for the next 65 years. During the last 35 years, many factories have closed or relocated outside of the congested area and BNSF allowed many of the spur tracks interlaced throughout the area to be abandoned. Some of the property was sold off to non-rail businesses in the city and others remain owned railroad right of way with pulled up or deteriorated track conditions. The city has grown up around the derelict spur tracks.

As intermodal freight from the ports grew substantially during the last two decades, BNSF has wanted to reconnect Malabar Yard to LA Jct. to improve its own operations. It would have done this long ago if it could have, but the City of Vernon no longer welcomed the idea of trains running directly through town that has grown and developed without such dependence on rail. In addition, connecting the two yards would require installing yet another at-grade crossing in an already dangerous area, for which the CPUC has continuously denied permits for good reason.

BNSF is a successful, financially responsible private company. It is well-versed in how to make the most of its assets and benefit from rationalization and track and liquidation of assets when the timing is valuable. BNSF benefitted by allowing the spurs to languish and eventually dissolved access to them by not having to spend maintenance and operational costs on spurs that did not generate enough revenue. BNSF also benefitted from the real estate values of the spur property it sold over the years.

In most cases where a freight movements are presented as a benefit, the location where the freight is moving is usually the beneficiary of the project, i.e. the city where the project is located would reap the benefits of the new rail traffic, new industries, new jobs, new tax base, new economic development. New customers for the railroad usually means

economic growth for the community. However, in this case, Vernon receives none of these things. BNSF simply gets to move existing traffic more cheaply and bring intermodal cars into Vernon with no benefit to Vernon, just the substantial negative impacts mentioned in this report. BNSF does not market rail services to the industries in Vernon, contributing to the decline in rail-served industries over the last three decades. Vernon has been proceeding with its development plans with that understanding. To state that these “improvements” in Vernon are “Beneficial for freight movements” is an extreme reach since the same freight is moving between Exxon and Hobart Yard and could continue as it does today without negative impacts to anyone. To state that it is “Necessary” to replace the storage capacity lost in West Yard is a blatant gross misrepresentation.

This proposal is a way for BNSF to have Metro abuse its eminent domain authority to try and force the issue on the City of Vernon for them. There is no doubt in anyone’s mind that this connection would be beneficial for BNSF. It reduces its operational costs, streamlines its operations for Exxon and opens capacity for growth in Exxon traffic and intermodal traffic. It also makes better utilization of BNSF property assets in the area. Exxon is the prime generator for the rail traffic on this side of Vernon. They are a key customer for BNSF, and BNSF will continue to serve them regardless of whether this project goes in or not. No action at Malabar Yard will not harm Vernon’s industry nor BNSF’s existing service.

However, BNSF is a private company attempting a wise strategy of utilizing the negotiations with the public entity, Metro, to gain leverage and costs covered for an infrastructure improvement that will greatly benefit it. If Metro were offering concessions that affected itself in a balanced trade off, it could offer whatever it wished. Metro and BNSF share numerous overlaps and agreements across their systems to work out benefits for each other in a situation like this. Instead, they are attempting to trade something at the expense of the City of Vernon, an innocent bystander in this deal. Vernon is receiving no benefits at all for shouldering the burden of this proposed relocation.

The infrastructure and operational changes in Vernon are not “necessary” for the removal of the tracks at West Yard. BNSF does not need all of these changes to replace 5,500 feet of intermodal storage capacity. It may never even use Malabar Yard for the proposed single trains set to be stored there. Vernon should not be held responsible for this ulterior motive of BNSF to connect its east and west yard by railroading the city.



## Current Data and Regulations

For any consideration to be given to this proposal, the impacts of the trains running through Vernon must be studied with the same vigor as the original study examined construction at Malabar Yard and train traffic for the Metro LUS.

**Current** traffic data must be collected for the City of Vernon. Traffic in the EIS for Vernon was collected in 2020 (during COVID shutdowns) and supplemented with 2015 data. Vernon has grown considerably during the last decade. It is a misrepresentation to imply that because Vernon's resident population is so low that its traffic is also low when it hosts over 55,000 employees commuting every day. Since Vernon is in a quickly changing growth spurt, any update should account for the current year's growth in traffic, employees and population, whatever that year ends up being.

BNSF will need to provide its current and projected train schedules and traffic volumes. On the one hand, it says that train volumes will be light and traffic impacts will be negligible, but on the other hand, it is saying that it needs all of this capacity enhancement for expected heavy volumes. If such volumes materialize, then the traffic impacts to Vernon will be compounded. If the traffic impacts to Vernon remain negligible, then why does BNSF need any enhancements at all? We can acknowledge that even though rail traffic is low at the moment, it could pick up any time. Although many of the yards appear empty and underutilized right now, rail traffic ebbs and flows and the capacity will likely be necessary later. Therefore, we need these expected volumes from BNSF.

All possible options for alternatives must be thoroughly examined and every exception should be documented and reported. No broad generalized rejections of options should be accepted and Malabar Yard should not be assumed as the best option until all other options are equally studied.

It is also our opinion that the study be updated for current environmental standards. Just because the EIS has taken so long to draft does not mean that the City of Vernon (not anyone in California) should be subject to standards that were developed in 1978 and 1986. The environmental standards were updated in 2018 and 2022 for a reason and those should be the standards by which this project is developed.

## Future Study

It is clear that if Metro insists on pursuing this option, further study must be completed in order to cover details and areas that were neglected, omitted or skewed.

It is recommended that any updated studies related to assets and resources within the City of Vernon be performed by researchers jointly chosen by Metro and the City of Vernon. Metro must pay for the studies and City of Vernon should be involved in all research, discussions, selection panels and decisions regarding any actions within Vernon.

The ESI approach, language and conclusions were greatly skewed to push forward a predetermined agenda. This was misleading and full of bias. The only way to mitigate this behavior is for the City of Vernon to be involved in selecting the scope, requirements and researchers chosen to perform these studies. The studies should be independent, fact-based, balanced and well-supported, honest and thorough, not assuming a foregone conclusion. This is the only way to ensure a non-biased study to determine the true impacts to the study of Vernon, if they can be mitigated acceptably for the City or if alternatives can or must be examined.

RII recommends a future study require a modeling component to show the impacts of trains actually moving to account for train speeds, train lengths and train schedules. None of these were examined in the EIS, making its analysis incomplete, to say the least and grossly inaccurate to be honest.

Metro and BNSF need to prove the following before any action can be taken:

- A. That the car storage capacity is actually needed
- B. That there are truly no alternatives in the entire area that could be used instead of Malabar Yard
- C. That the City of Vernon is truly receiving benefits for this trade off (not general benefits that the whole region enjoys on the shoulders of Vernon)
- D. That any and all negative impacts are completely identified thoroughly
- E. That any and all negative impacts are mitigated proportionate to the impact
- F. That the benefits to Vernon are Net Positive in spite of any negative impacts

## Conclusions

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Metro is working creatively with BNSF to work out its obligations regarding the new LUS and the EIS appears to be solid related to the station itself in Los Angeles. However, using Malabar Yard to mitigate BNSF's loss of storage was abruptly tacked on to the overall plan after the fact. The studies appear to have been an after-thought with a predetermined goal in sight. This will not work for the City of Vernon for good cause.

### Review of the Draft EIS:

1. The train volumes through the City of Vernon were not examined at all.
  - a. Only impacts during construction and closing of 49<sup>th</sup> Street at Malabar Yard were examined in detail, versus the trains that will impact every intersection between Malabar and LA Jct. Yards.
  - b. Trains were misrepresented as "number of trains" to imply there would be little to no change when the fact that the same number of trains will be 10 times longer or more. The length of the trains has a direct impact on the traffic delays and safety concerns.
  - c. The higher carload volumes running through the city causing more traffic delays affect not only the livelihoods of the 55,000 employees, service workers, carriers and 1800 businesses working in the city, but also the health and safety, air quality, water quality and access to emergency services.
2. The EIS is based upon outdated environmental standards, outdated traffic data for the City of Vernon, outdated development plans for the City of Vernon and insufficient details from BNSF regarding its traffic, operations and facilities in the area.
3. Alternatives were not thoroughly examined to determine if they could be acceptable alternatives to replace the car storage.
  - a. Numerous other options were overlooked or dismissed frivolously.
  - b. Options that require reconfigurations were excluded as options, yet that is exactly what the City of Vernon is being asked to do.
4. Alternatives were misrepresented in order to easily exclude them and focus on the pre-determined preferred option.
  - a. Pico Rivera Yard misrepresented as being 5 miles away from the other alternatives when it is 3,500 feet away.
  - b. Malabar Yard is misrepresented as an equal trade for BNSF's lost 5,500 feet of storage capacity. If 3,350 in replaced storage capacity truly is sufficient for BNSF as the EIS states, then the EIS misrepresents in several

- places that 5,500 is required. It has the effect of inappropriately dismissing alternatives if the full 5,500 is not needed.
- c. Malabar Yard also does not support 8,000-foot long trains as one track in West Yard could. That West Yard could support 9,000-foot trains or that all four tracks could support even 8,000-foot trains is false. If Malabar is an option with a maximum storage capacity of 2,430 on its longest track, then many other options are opened up throughout the area.
  - d. LA Jct. was misrepresented as having no land for additional tracks when it appears that this is true only for B – Yard. LA Jct. has multiple yards and support tracks available, both in existing yards, yards with extra space and rights of way with space and/or old tracks that can be reconstructed or rehabilitated.
5. This entire mitigation program greatly benefits Metro and BNSF, while giving the City of Vernon nothing but negative impacts.
- a. The negative impacts have been understated at a minimum, and grossly ignored in some cases, possibly even intentionally.
  - b. Vernon needs to receive benefits in excess of any negative impacts

Suggested Next Steps:

1. Require that Vernon be included from the beginning in any discussions, including brainstorming, new ideas, potential alternatives, impacts and negotiations with any party regarding any property or operation within or affecting the City of Vernon.
2. Metro and BNSF need to prove that there is no other option available, omitting nothing and being honest about what BNSF can do with its extensive assets throughout the region – without guiding the results to support the operational enhancement it desires.
3. Vernon can simply reject the plan and make Metro and BNSF sort out the issue themselves with their own assets and leave Vernon's resources out of it.
4. For anything to move forward, Metro would need to prove benefits directly for the City of Vernon, including mitigating any negative impacts for a net positive impact for Vernon.

Hopefully, Metro and BNSF can work together to come up with creative negotiations that benefit the City of Vernon as much as they each stand to benefit from this project.



## Appendix A – Abbreviations and Resources

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### Abbreviations:

Abbreviation	Description
ATSF	Atchison, Topeka and Santa Fe Railway - predecessor railroad of BNSF
Ave.	Avenue
Bl.	Boulevard
BNSF	BNSF Railway and any/all subsidiary companies - Class I railroad
CHSRA	California High Speed Rail Authority
CPUC	California Public Utilities Commission - CA agency with authority over new railroad crossings
Dept	Department - government agency
EIS	Environmental Impact Statement
FRA	Federal Railroad Administration - federal railroad oversight agency
ft	Feet-12 inches
IMPLAN	Impact Analysis for Planning software program that measures development impacts
LA Jct	Los Angeles Junction - terminal railroad owned by BNSF operating several Yards in Vernon
LOS	Level of Service - used to rate intersection congestion
LUS	Link Union Station
Metro	Los Angeles Metropolitan Transit Authority
mph	miles per hour
NEPA	National Environmental Protection Agency
Rd.	Road
RII	Railroad Industries Incorporated - railroad consultant
St.	Street
V/C	Volume divided by Capacity - score for intersection congestion

## Resources:

Link US Draft Environmental Impact Statement Supplemental Environmental Impact Report
Appendix G - Air Quality and Global Climate Change Assessment and Health Risks Assessment
Appendix D - Community Impact Assessment
Appendix E - Traffic Impact Assessment
Appendix F - Visual Impact Assessment
Appendix H - Noise and Vibration Study
Appendix O - Economic and Fiscal Impact Assessment
Appendix Q - Environmental Evaluation of Malabar Yard Mitigation
Appendix R - Coordination and Outreach Plans
CalTrans website
City of Vernon Bicycle Master Plan, December 2017
City of Vernon Notice of Preparation Draft Environmental Impact Report and Public Scoping Meeting for Vernon Westside Specific Plan April 20, 2022
City of Vernon Website
eCode360 website (Vernon Code of Ordinances)
<i>Gridlock and Growth</i> , a 2009 study published by Reason Foundation and University of North Carolina at Charlotte, Professor David Hartgen
Huntington Digital Library; Bandini: Map of the Los Angeles junction railway - Original 1940/notes through 1968
Journal of Urban Economics "Does traffic congestion reduce employment growth?" By Kent Hymel, Volume 65, Issue 2, March 2009, Pages 127-135
Link Union Station Project - City of Vernon Coordination Meeting March, 6, 2025
Link Union Station Website
Los Angeles Almanac website
Los Angeles County Assessor parcel maps
Los Angeles Times, "Long Haul on Short Line : Transportation: The longest trip on the Los Angeles Junction Railway is just a few miles. But the line provides crucial service at a busy freight hub." By Bob Pool, July 10, 1992
OperatingSessions.com - Model Railroading website, Bob Calichia
Pinky's Iron Doors website, Blogs: "Vernon California - Past & Future"
Reason Foundation, Traffic Congestion and the Economic Decline of Cities-How traffic is costing people jobs and stifling economic growth, By Samuel Staley, January 5, 2012
Revised Notice of Intent To Prepare an Environmental Impact Statement for the Link Union Station Project, Los Angeles, CA, Federal Register / Vol. 85, No. 181 / Thursday, September 17, 2020 / Notices
Transportation Research Interdisciplinary Perspectives, Volume 19, May 2023, "How does transportation facilitate regional economic development" By Ramesh Pokharel, Luca Bertolini and Marco te Brömmelstroet
US Department of Transportation, federal Highway Administration, Highway Capacity Field Manual 2000
Vernon Westside Specific Plan - Stakeholder Presentation 5, Catalytic Development September 28, 2021

**EXHIBIT "B"**

City Letter to BNSF Railway



October 6, 2025

Lena Kent  
General Director, Public Affairs  
BNSF Railway  
[Lena.kent@bnsf.com](mailto:Lena.kent@bnsf.com)

Subject: Request for Information: Malabar Yard Expansion in Support of Metro's LINK US Project

Dear Ms. Kent,

The City of Vernon respectfully requests additional information from BNSF Railway regarding the proposed expansion and reconfiguration of the Malabar Yard and extension of rail on 46<sup>th</sup> Street in support of Metro's LINK US project. The City seeks to understand how these proposed changes in rail infrastructure will affect existing and future rail operations in Vernon, as well as its potential impacts on local businesses and the City's industrial community.

It is our understanding that BNSF currently has the ability to serve customers in Vernon using existing infrastructure and that the proposed Malabar Yard expansion primarily supports regional train storage rather than improving direct service to Vernon industries and businesses. To evaluate the project's implications, the City requests BNSF's response to the following items:

#### 1. Current and Proposed Rail Operations

- Please provide current train schedules serving Vernon, including service times, train lengths, crew sizes, and the number of locomotives used.
- Provide corresponding information for the proposed post-expansion operations.
- Identify any changes in frequency, timing, train lengths, and routing of trains that would directly affect rail movements through or within the City of Vernon. Please provide information regarding maximum frequency, train lengths, and usage of the Malabar Yard, both from LA Junction and other BNSF facilities, if the project is approved and implemented.



## 2. Switching and Customer Service Activity

- How much time does BNSF currently spend actively switching customers in Vernon on a typical day or week?
- How many customers are presently served by BNSF within Vernon's boundaries?
- Will the proposed changes alter switching frequency, duration, or routing for these customers? If yes, please elaborate.

## 3. Yard Operations and Purpose

- Please describe the current operational uses of the Malabar Yard, including storage, classification, and interchange functions.
- Describe how the yard will be used following the proposed expansion, and how this differs from existing operations.
- What is the operational rationale or specific benefit for BNSF in connecting 46th Street to the Los Angeles Junction (LA JCT) line?

## 4. Impacts on Local and Regional Rail Service

- Does BNSF anticipate any increase or decrease in rail traffic serving Vernon customers as a result of the project? Please explain the basis for this projection.
- Does BNSF currently market, or plan to market, rail service to customers in Vernon as part of this project or BNSF's broader service strategy?

## 5. Intermodal and Storage Capacity

- Can the existing Malabar Yard currently be used to store intermodal cars?
- Given BNSF's multiple facilities throughout the Los Angeles region, are there alternative sites available to accommodate intermodal storage or staging operations without expanding Malabar Yard? Please explain.

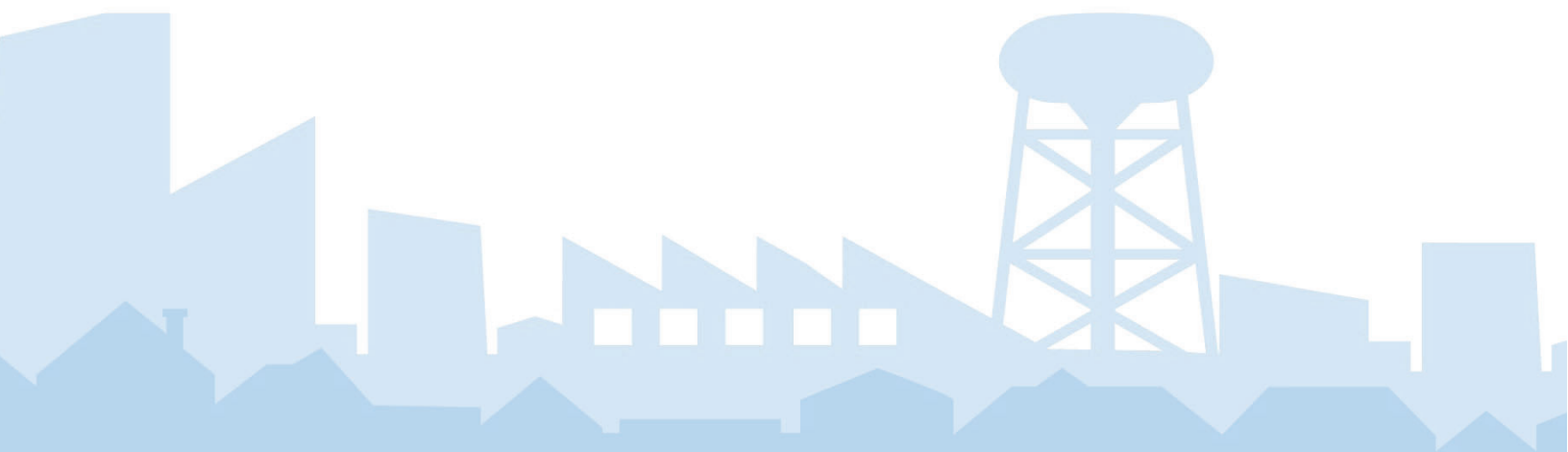
The City of Vernon appreciates BNSF's cooperation in providing this information. These details will assist the City in evaluating potential operational and economic impacts of the proposed project on Vernon's business community and industrial base.

Please provide your response at your earliest convenience, but in no case later than October 15, 2025, so that the City can evaluate the information in advance of Metro's October 23, 2025 Board meeting where it will consider action on the project. If answers to these questions are not received by that date, the City will have no choice but to demand that Metro defer action on the LINK US project given the lack of evidence needed to support Metro's environmental finding under CEQA. Should you have any questions, feel free to contact me at (323) 583-8811 ext 305 or via email at [dwall@cityofvernonca.gov](mailto:dwall@cityofvernonca.gov)

Sincerely,



Daniel S. Wall, P.E.  
Director of Public Works-City Engineer  
City of Vernon



**EXHIBIT "C"**

Malabar Yard Railroad Improvement Air Quality Impact Analysis Peer Review

**DATE:** October 10, 2025  
**TO:** Travis Kaya, Richards, Watson & Gershon  
**FROM:** Haseeb Qureshi, Michael Tirohn, Urban Crossroads, Inc.  
**JOB NO:** 16830-03 Peer Review Memo

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## **SUBJECT: MALABAR YARDS RAILROAD IMPROVEMENT AIR QUALITY IMPACT ANALYSIS PEER REVIEW**

Urban Crossroads, Inc. is pleased to provide the following Air Quality Impact Analysis Peer Review for the BNSF Malabar Yards Railroad Improvement Project, which is located in the City of Vernon primarily on 46<sup>th</sup> and 49<sup>th</sup> Streets between Santa Fe Avenue and Soto Street. The focus of this peer review is related to the *Link Union Station Draft Environmental Evaluation of Malabar Yard Mitigation* (DEIS/SEIR), dated June 2024, and the respective Air Quality and Global Climate Change sections.

### **PROJECT OVERVIEW**

The proposed Project proposes the closure of the at-grade railroad crossing at 49<sup>th</sup> Street, which would accommodate storage at the BNSF Malabar Yard. Additionally, the Project proposes to construct an approximately 1,000-foot segment of new track between two existing track segments in order to provide a dedicated connection between the BNSF Malabar Yard and BNSF's Los Angeles Junction.

### **MALABAR YARDS RAILROAD IMPROVEMENT PEER REVIEW**

Urban Crossroads has reviewed the document and offers the following comments.

#### **REGIONAL AND LOCALIZED SIGNIFICANCE**

While the DEIS/SEIR presents a comparison of the estimated construction and operational emissions against General Conformity *De Minimis* thresholds in tons per year, the analysis does not include a comparison of the Project's maximum daily construction or operational emissions against the South Coast Air Quality Management District (SCAQMD) regional significance thresholds. As such, the analysis fails to identify potentially significant impacts and identify potential mitigation measures to reduce potential impacts to less than significant levels.

Additionally, the DEIS/SEIR fails to evaluate the potential significance of the Project's localized construction emissions. SCAQMD requires that localized emissions be compared to localized significance thresholds to determine whether Project construction activities would potentially result in a significant impact. If the schedule includes overlapping activities (e.g., track removal and grading), the worst-case day should be modeled to verify that concurrent operation of multiple pieces of equipment would not result in a significant localized impact for nearby receptors, including worker receptors. In addition, the localized emissions analysis should account for haul truck emissions particularly along 46<sup>th</sup> Street, 49<sup>th</sup> Street and Soto Street and other local roads, as Project construction activities include significant hauling activities which may result in significant localized



pollutant concentrations. Localized emissions modeling should be provided to demonstrate that localized pollutant emissions remain below significance thresholds.

It is standard practice for Project's subject to CEQA to prepare a regional and localized air quality modeling to determine the ground level concentration and nearby sensitive receptors in the vicinity of a project or proposed action. Since the DEIS/SEIR does not include such an analysis, a localized and regional air quality analysis should be prepared where emissions are compared to appropriate thresholds established by the SCAQMD.

A thorough review of the DEIS/SEIR including the Malabar Yard Construction CalEEMod outputs included clearly show that only annual emissions have been quantified and disclosed. In order to ensure completeness and to provide the public and decisionmakers with sufficient information, the DEIS/SEIR should be amended to disclose regional and localized air quality emissions and associated impacts.

If the analysis determines mitigation is required to reduce regional or localized impacts, the DEIS/SEIR should evaluate the feasibility of advanced technologies to reduce emissions, including the use of advanced engine tiers during construction and zero-emission operational rail yard equipment.

### **EVALUATION OF POTENTIAL HEALTH RISKS**

The DEIS/SEIR fails to adequately evaluate whether emissions associated with Project construction and operational activities would result in a significant impact for nearby receptors, including worker receptors.

The Office of Environmental Health Hazard Assessment (OEHHA) states that a risk assessment should be prepared for construction activities that last more than 2 months (see Page 8-18 of the *Air Toxics Hot Spots Program Guidance Manual, February 2015*). Construction activities have the potential to result in significant diesel particulate matter (DPM) emissions with the potential to result in significant health impacts for nearby receptors. As described in the DEIS/SEIR and CalEEMod model outputs, construction activities are anticipated to last approximately 18 months and utilize up to 13 pieces of construction equipment during any given phase. Additionally, construction would require substantial hauling activities, including 2,000 total hauling trips for the Utility Relocation phase alone. Given that the nearest sensitive receptors are located approximately a quarter mile from the Project site and numerous potential worker receptors located adjacent to construction activities, it is recommended that modeling be performed to evaluate localized construction emissions and that construction health risk assessment be prepared for full disclosure purposes to evaluate the potential risk to nearby receptors.

During operation of the Project, locomotives and other equipment utilized in the Malabar Yard would result in potentially significant quantities of DPM emissions. Although the Project may result in a net reduction in emissions at the regional level, it appears that at the local level emissions may be concentrated in a smaller area, potentially increasing the health risk for receptors. Specifically, the Project proposes to remove the at-grade crossing at 49<sup>th</sup> Street in order to expand the train car storage capabilities of the Malabar Yard. However, it is unclear if this action would lead to additional rail traffic in the Malabar Yard, as well as rail car switching activities that may result in an increase in localized emissions and increased diesel particulate matter at nearby sensitive receptors. As such, it is recommended that localized construction and operational emissions be quantified and modeled

along with a health risk assessment to ensure that the proposed Project would not result in any significant localized impacts for nearby receptors, including nearby worker receptors.

As such, a health risk assessment should be prepared to demonstrate that the Project's operational emissions would remain below the applicable significance thresholds.

### **RECEPTOR IDENTIFICATION**

The Project vicinity was evaluated to ensure the analysis accounts for all potential sensitive receptors. This review identified the Stacy Medical Center, located at 4580 Pacific Boulevard, approximately 200 feet from construction activities that would occur along 46<sup>th</sup> Street. As such, it is recommended to consider evaluating this location as a sensitive receptor or worker receptor, as previously discussed.

The DEIS/SEIR notes that the nearest sensitive receptors are located approximately a quarter mile from the proposed Project, however there are several potential worker locations in close proximity to the Project where workers are likely to be present for one to eight hours per day. The SCAQMD's definition of a sensitive receptor is a location where an individual could remain for one to eight hours or longer – this is due to the fact that there are one- and eight-hour averaging times for criteria pollutant emissions standards. As such, it is recommended that localized emissions modeling and a health risk assessment be prepared in order to determine the significance of any impacts that may result from construction or operation of the proposed Project.

### **UNDERESTIMATION OF DISTANCE TO RECEPTORS AND IDLING EMISSIONS**

Although the DEIS/SEIR asserts that no sensitive receptors are within a quarter mile of the Project site, it appears that the analysis underestimates the potential distance between sensitive receptors and increased train traffic activity that would occur through implementation of the Project. In particular, due to the layout of the tracks, it appears as though any trains utilizing the 46<sup>th</sup> Street connection would be required to travel north on tracks and then reverse south onto a rail siding in the Malabar Yard. The train tracks in the location where this would presumably occur is located approximately 750 feet east of Vernon City School, along the same route that trains currently travel on from the Hobart Yard under the existing condition. Given an identical number of daily trains anticipated under the existing conditions, if trains are required to travel north, stop, and reverse direction to travel south on a siding in the Malabar Yard, the Project may result in increased emissions occurring in close proximity to the Vernon City School, compared to the existing condition where trains traveling to/from the Hobart Yard would not be required to change directions.

Additionally, the analysis does not consider an increase in locomotive idling that would be expected with the increased usage of the Malabar Yard for rail car storage purposes. Idling would occur in the situations described above, where locomotives enter Malabar Yard and are required to switch tracks, which would often occur at a distance of less than a quarter mile from sensitive receptors. Idling would also be expected to occur when trains exit the Malabar Yard or when rail cars are moved to different tracks. As such, the DEIS/SEIR should account for potentially increased idling of locomotives in close proximity to sensitive receptors in preparing a localized significance threshold analysis and health risk assessment.

## **CUMULATIVE ANALYSIS**

The Project site is located in a heavily industrial area, with sensitive receptors surrounded by industrial uses. As previously discussed, even if the proposed Project has the potential to reduce overall emissions in the region, it also has the potential to result in increased rail travel in closer proximity to sensitive receptors compared to current conditions and may result in significant exposures to DPM at these receptor locations, particularly when cumulative conditions are considered. As such, it is recommended that the DEIS/SEIR evaluate potential cumulative health risk from the proposed Project as well as other industrial, rail, and truck travel in the area.

## **USE OF OUTDATED EMISSIONS MODEL**

The DEIR text indicates that construction emissions were modeled using CalEEMod Version 2016.3.2, but the model outputs provided in Appendix D indicate that the modeling was performed using CalEEMod Version 2020.4.0. It is recommended that the DEIR text be updated to reference the correct version of the model that was used.

Additionally, CalEEMod Version 2022 was available at the time that the modeling was performed. While technically not required given the NOP date of May 2016, it may be useful to run CalEEMod 2022 to determine whether any substantively different impacts may occur. CalEEMod 2022 includes several refinements, and as such may indicate higher emissions, particularly VOC and CO, compared to previous versions of the model.

## **CONCLUSION**

Our review of the DEIR suggests that the analysis may be incomplete and requires further clarification and potentially additional analysis. These changes are recommended to ensure the DEIS/SEIR fully complies with CEQA and NEPA requirements and provides transparency to the public regarding potential air quality impacts. The recommendations herein should not be construed as specific requirements and the ultimate decision on the updates should be made by the lead agency.

If you have any questions or comments, I can be reached at [hqureshi@urbanxroads.com](mailto:hqureshi@urbanxroads.com).

Respectfully submitted,

URBAN CROSSROADS, INC.



Haseeb Qureshi  
Principal



Michael Tirohn  
Senior Environmental Scientist

**EXHIBIT "D"**

Memo re: Technical Adequacy of Link US FSEIR Responses to City of Vernon Transportation  
Comments



Date: October 22, 2025

To: Travis M. Kaya, RICHARD WATSON GERSHON, Attorneys for the City of Vernon

From: George Rhyner, P.E., Project Manager, Lochner Company

Subject: **Technical Adequacy of Link US FSEIR Responses to City of Vernon Transportation Comments**

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Lochner was retained to carefully review the *Link Union Station Final Supplemental Environmental Impact Report* (FSEIR - State Clearinghouse No. 2016051071) dated October 2025. The purpose of our review was to assess whether Los Angeles County Metropolitan Transportation Authority's (Metro) adequately addressed the issues that were raised by the City of Vernon (the "City") in their Responses to Comments. The City submitted comment letters from Judith Menlo, Mayor and Daniel S. Wall, P.E., Director of Public Works, both dated August 6, 2024. Our review was on the automobile, truck, pedestrian, and bicycle transportation comments and the responses. We did not review the numerous comments on other environmental issues. Note that the comments focused on the impacts to the City of Vernon where the Malabar Yard and its access is to be reconstructed to accommodate activities being displaced from the Burlington Northern Santa Fe (BNSF) West Bank Yard where storage track is to be removed (Mitigation Measure TR-3). Below are the results of our review.

## PROJECT UNDERSTANDING

The Malabar Yard is located between Santa Fe Avenue and Pacific Boulevard in the City of Vernon. The yard contains up to seven parallel tracks and merge sections that extend from the Fruitland Avenue crossing approximately 2700 feet north to the Pacific Boulevard crossing. Tracks extend north and south from Malabar Yard. The project Option 2 (the preferred option) illustrated in the Link Union Station Final Evaluation of Malabar Yard Mitigation (presumably the reference final version of the DSEIR Appendix Q as it has the same title (except for the word Draft being replaced by Final and the same table of contents, but is not labeled as such) is shown below:



That track extension is to be accomplished by a closure of the 49<sup>th</sup> Street crossing. Additionally, the rail line along 46<sup>th</sup> Street is to be reconstructed and extended. An overview of the mitigation is shown below as provided in the Link Union Station Final Evaluation of Malabar Yard Mitigation:



## MALABAR YARD IMPROVEMENTS INTENDED PURPOSE

The purpose of the modifications to the Malabar Yard are stated in the FSEIR as:

*Mitigation Measure TR-3 would minimize the adverse effect by offsetting the loss of storage tracks at the BNSF West Bank Yard. Impacts to the BNSF West Bank Yard are different than a typical brick and mortar commercial/industrial business because the BNSF West Bank Yard is along the National Good Movement corridor and provides space for critical freight operations that support local, state, and national commerce. Project related effects on freight would result in loss of storage track capacity that would create operational inefficiencies or increased congestion on the shared passenger/freight rail network in the region.*

The above text is from AGE 5-1 – the first response to Mayor Merlo. As it sets forward, the intended purpose of the Malabar Yard Improvement project is to allow for the relocation of storage capacity and operations from the BNSF West

Bank Yard to Malabar Yard, where they will no longer be efficiently accommodated.

What those operations include is not discussed in the Link Union Station Final Evaluation of Malabar Yard Mitigation report. The 46<sup>th</sup> street connector is discussed as allowing for a more direct connection between the Los Angeles Junction and Malabar Yard/the Seville Avenue east and west side tracks. A shift of the West Bank Yard activities to the 46<sup>th</sup> Street Connector, Malabar Yard, Los Angeles Junction and Seville Avenue east and west side tracks is not discussed, but for the 46<sup>th</sup> Street connector to be part of Mitigation Measure TR-3 such a shift in activities is necessary. Additionally, “train building” is discussed in the report. However, it is not discussed as it relates to the storage tracks being no longer available in BNSF West Bank Yard to be a necessary part of “train building”. As no other operations are discussed and “train building” requires storage tracks, presumably “train building” in the BNSF West Bank Yard would be relocated to the Malabar Yard, Los Angeles Junction and the Seville Avenue east and west side tracks. Thus, the FSDEIR makes clear that a main purpose of Mitigation Measure TR-3 is to move “train building” from the BNSF West Bank Yard to the Vernon area – Malabar Yard, Los Angeles Junction and the Seville Avenue east and west side tracks.

## **CITY OF VERNON COMMENT ISSUES**

City of Vernon comments included a large variety of subjects, both transportation related and other issues. A major item was the impact of “train building” upon the community. That includes air quality, noise and a variety of other issues. However, this memorandum concentrates on the transportation issues raised by the City. Below are some of the categories of transportation issues raised in the City comments.

### **TRAIN CROSSING VEHICULAR AND PEDESTRIAN BLOCKAGE**

A major impact upon the City will be the increased crossing blockage time from the number, size and activity level associated with “train building” in the City. The increased blockage from more trains at each crossing was brought up by the City Comments. Likewise, the impacts from the longer train size and slower operational speeds were raised. Those train operations modifications will increase both the delay and queuing at the rail crossings in the City of Vernon. This will have an impact on the public at large. Additionally, the impacts on local businesses of having uncertain access both in the near-term and long-term was raised.

### **TRAIN CROSSING EMERGENCY ACCESS BLOCKAGE**

Beyond rail crossing interference blocking traffic for other purposes, it will block emergency access. Fast and reliable safety response needs to be available 24/7, rather than not being available at the crossing times on a particular day. The rail blockage extending for an east-west row of rail crossings across the City will have particular impacts as the blockages cannot be anticipated and the emergency vehicles routed around the blocked rail crossing in advance. The comments also pointed out that longer, slower trains are to be expected with the addition of storage track to Malabar Yard, making the emergency access impacts greater.

### **INCREASED TRAIN CROSSING SAFETY IMPACTS**

The increase in the number and length of trains will have safety impact. This will be greatly impacted by the greater number and length of trains. Longer delays will also have an impact on pedestrian and motorist behavior.

### **TRAIN LENGTH AND SPEED**

The FSEIR does not have consistent train length and speed assumptions for each crossing but rather has a number of lengths and speeds listed for trains at all crossings. The analysis does not consistently evaluate a maximum train length as responded to in AGE 3-11. The general discussion is that trains can be 2,000’ to 4,000’. A 3,000’ maximum length is used for the delay and queuing analysis, with no speed specified (although a speed of 20-25 MPH can be back engineered from the crossing time assumption of 1.7 minutes). The driveway blockage time calculations assume a 10 MPH speed and

4,000-foot-long train. Other lower speeds of 5 MPH or less are also discussed in the comments and responses.

## APPROPRIATENESS OF 2020 DATA IN A 2025 DOCUMENT

Traffic volume adjustments to the 2020 count data were needed in 2020 due to temporary changes in vehicle driver, pedestrian and bicycle activities. Conditions had returned much closer to normal by the time the comments were made by the City in 2024. They requested that actual data be recollected, rather than older data and generalized adjustment factors being used.

## THE MALABAR YARD CONSISTENCY WITH THE VERNON GENERAL PLAN

There are a number of land-use issues concerning the consistency of the Malabar Yard Improvement Plan and the City of Vernon General Plan. A large transportation issue is the lack of consistency of the Malabar Yard Improvement Mitigation with the Circulation and Infrastructure Element. The Circulation and Infrastructure Element is supportive of and consistent with the Land Use Element. The Circulation and Infrastructure Element contains the paragraph Section 2.1 under Railroads:

*Many at-grade rail crossings remain in the City. These should gradually decrease as the City encourages rail lines to merge facilities, to abandon spur lines, and to participate in separating streets from remaining railways.*

The General Plan also includes specific policies intended to limit rail yard areas, promote grade separations, and ensure rail service does not impact traffic. The General Plan is internally consistent, and to be consistent with the General Plan, the project, if pursued at all, needs to provide grade-separations to replace the at-grade crossings.

## APPROPRIATENESS OF FSEIR RESPONSES

For each issue, we have reviewed the Response in the FSEIR. That included reviewing the Key Issues Responses and added Malabar Yard Mitigation as well as the responses to the individual City comments.

## TRAIN CROSSING VEHICULAR AND PEDESTRIAN BLOCKAGE

The FSEIR did not address the central issue of what operations are to be relocated from BNSF West Bank Yard to the Vernon area. The response looked at the delay and queues at crossings assuming all trains were the same – even those at different crossings such as the Pacific Boulevard crossing at 46<sup>th</sup> Street. The response used “Train Movements” that only included train trips between yards -- not additional trains to and from the expanded track being relocated from BNSF West Bank Yard. The analysis did not include factors such as inclusion of “train building” trips at individual yards using crossings. Malabar Yard including the 49<sup>th</sup> Street crossing is 2,700’ long while the trains are to be 2,000’ to 4,000’ long, and thus crossings are required to “train build” at Malabar Yard. Further discussions of the train length and speed, and impact of train consolidation on train length and crossing time are below.

## TRAIN CROSSING EMERGENCY ACCESS BLOCKAGE

The emergency access analysis was based on the assumptions that the number of train crossings would decrease, the train length would not be affected by the project, and that train speed would remain the same with the additional storage track. Those are invalid assumptions. Additionally, a train crossing time of 1.7 minutes was assumed for all crossings at all times. However, a 4,000’ long train with a 10 MPH speed was assumed at the crossing on Pacific Boulevard at 46<sup>th</sup> Street for the driveway blockage analysis. At that speed and length, just the train crossing the centerline of the roadway would require 4.55 minutes. When advance warning signal are considered, the gates closing in advance of the train and the gates not reopening until the train is well cleared from the centerline, the train crossing traffic disruption time is much longer. Added closures of up to 5 minutes each will make emergency response times greater. Therefore, not including the added “train building” activities result in the analysis reaching a false conclusion for the emergency access issue.



## INCREASED TRAIN CROSSING SAFETY IMPACTS

The response did not address that the project will result in major revisions to the infrastructure and operations at Malabar Yard. Therefore, past operational experiences cannot be relied upon to predict substantially changed with project operational conditions.

## TRAIN LENGTH AND SPEED

The delay and queuing analysis in the response had unreasonable assumptions. The response ignored the part of comment regarding the inconsistent train length assumptions elsewhere. It repeated the delay and crossing assumptions, were based on existing Malabar Yard area data – ignoring the earlier statements that the purpose of the project is to move operations from the BNSF West Bank Yard to Malabar Yard. Thus, data from the BNSF West Bank Yard should have been collected on train length and speed. Utilizing the 1.7 minutes for a 3,000 long train assumption, the train needs to be traveling at 20 MPH. When advance warning, gate closing, train roadway crossing and gate opening times are subtracted from the 1.7 minutes, a speed of 25 MPH is calculated for 1.31 minutes. Those speeds are unreasonable for a “train building” area, especially within a city. Further, it should be noted that the response also ignored that the Malabar Yard Improvements is assumed to result in a consolidation of trains, and that will length those trains. Thus, the analysis assumptions fail to properly reflect the proposed Malabar Yard Improvements.

## APPROPRIATENESS OF 2020 DATA IN A 2025 DOCUMENT

It was necessary to adjust 2020 data, if that was the best information available. The response to the City only repeats the procedures used in 2020. The responses do not address whether better data is now available and should now be used. As the queueing analysis shows demand near, and in one case exceeding, the supply (even with the train crossing time heavily understated), using the best available data is crucial to being able to make an informed decision.

## THE MALABAR YARD CONSISTENCY WITH THE VERNON GENERAL PLAN

The FSEIR is required to make a finding regarding consistency with the City of Vernon General Plan. It was pointed out in City comments that the Malabar Yard Improvement Mitigation is not compliant with numerous non-transportation elements. The Malabar Yard Improvements Mitigation is also not consistent with the City’s Circulation and Infrastructure Element. That General Plan element calls for a reduction in the number of at-grade crossings. Closing the roadway and leaving the railroad tracks was not one of the methods specified in the General Plan. Further, increasing access to and use of sidetracks (such as those along Seville Avenue) is contrary to the General Plan measures. However, implementation of grade separations is called for in the General Plan Circulation and Infrastructure Element but not addressed in the FSEIR. Thus, setting aside other inconsistencies with the General Plan for a moment, the Malabar Yard Improvements are not consistent with the Circulation and Infrastructure Element of the General Plan.

## CONCLUSIONS

The FSEIR responses do not address the comments, and the added analysis has poor assumptions. The largest initial assumption is that despite the opening statement about the Malabar Yard Improvements being a necessary mitigation to replace the removed track in the BNSF West Bank Yard, no activities are analyzed as being shifted to the Vernon area in the FSEIR. That alone results in the FSEIR not containing an analysis of the actual transportation impacts on Vernon. Using what is referred to as Train Movements is a poor variable for determining the train crossing delays and queuing impacts. Rather, “train building” being transferred from BNSF West Bank to the Vernon area has major implications, and train length and speed need to be accounted for in the analysis.

The inconsistency in the assumed train length and speed with no limit mechanism exacerbates the shortcomings of the FSEIR. The approximately 5-minute delay assumed in the driveway blockage calculation is more realistic and would have

severe emergency response and delay/queuing implications. Thus, the internal inconsistencies regarding worst case train length and speed in the FSEIR analysis need to be rectified without reducing the train building crossing times.

The inconsistency with the General Plan Circulation and Infrastructure Element also cannot be ignored as it currently is in the FSEIR. The General Plan does contain measures to reduce the railroad crossing impacts. Use of grade separation to eliminate grade crossings is an important measure in the Circulation and Infrastructure Element that is used throughout Southern California but not addressed in the FSEIR. This measure is especially important for emergency access given the long potential time for grade crossings being blocked.

Given the above discussion, the FSEIR fails to address important impacts pointed out in the City of Vernon comments, contains new analyses based on poor assumptions, and does not consider the mitigation measures that are listed in the General Plan.

**EXHIBIT “E”**

Environmental Evaluation For Malabar Yard Railroad Improvements -  
Noise Section 3rd Party Review

# TECHNICAL MEMORANDUM

**DATE:** October 20, 2025  
**TO:** Travis M. Kaya, RWG Law  
**FROM:** Bill Maddux, Urban Crossroads, Inc.  
**JOB NO:** 16830-03

## **SUBJECT: ENVIRONMENTAL EVALUATION FOR MALABAR YARD RAILROAD IMPROVEMENTS - NOISE SECTION 3RD PARTY REVIEW**

Urban Crossroads, Inc. is pleased to provide the third-party review of the Environmental Evaluation for Malabar Yard Railroad Improvements - Noise Section, prepared by the Los Angeles County Metropolitan Transportation Authority, June 2024. The Project Malabar Yard railroad improvements are located in the vicinity of Malabar Yard, primarily on 46th Street and 49th Street, between Santa Fe Avenue and Soto Street, City of Vernon, CA.

The Project involves the closure of the at-grade railroad crossing at 49th Street to increase storage capacity at the Burlington Northern Santa Fe (BNSF) Malabar Yard by approximately 3,350 track feet. Closure of 49th Street facilitates storage of empty intermodal train car sets that are no longer able to be stored at the BNSF West Bank Yard. Additionally, an approximate 1,000-foot segment of new track between two existing track segments would provide a dedicated connection for freight trains serving local customers to travel between BNSF's Malabar Yard and BNSF's Los Angeles Junction. The purpose of this 3<sup>rd</sup> Part Review is to establish technical adequacy and identify any relevant revisions.

### **FINDINGS**

- The noise section analyzes noise and vibration impacts related to both temporary construction activity and long-term operation of the project.
- The noise analysis states the nearest residences are located over 1,000 feet from the Project boundary.
- Construction phases would include demolition, site preparation, grading, building construction, paving, and architectural coatings.
- The dominant source of noise in the Project site vicinity is vehicular traffic from local roadways.
- The noise and vibration analysis relies on the FHWA Roadway Construction Noise Model (RCNM) inputs and the Federal Transit Authority (FTA) methodologies.
- Due to the absence of noise-sensitive receivers within 1,000 feet of the Project boundaries, a detailed analysis of noise impacts was not required based on FTA methodologies.
- The analysis provided a qualitative assessment of operational noise and vibration impacts and a partially quantitative analysis of construction noise and vibration impacts.



## SPECIFIC COMMENTS

1. **Project limits** – It appears the Project boundaries are based only on the construction activity and ignores the operational changes within the Malabar Yard. This appears to be to limit the identification of noise sensitive receivers within the City of Vernon. Since the Project would affect the operations within the Malabar Yard the yard should be included as part of the Project area. If the Malabar Yard were included in the Project area, all identified receivers would be within the 1,000-foot buffer distance used to limit the analysis of noise impacts. Urban Crossroads recommends that the analysis be revised to include the Malabar Yard within the Project boundary and the analysis revised to evaluate noise impacts at all receivers within the 1,000-foot buffer.
2. **Construction Scenario Assumptions** – It appears the construction scenarios are based on air quality model inputs, which have a different focus and purpose than noise impact analysis. Air quality models are focused on emissions from engines, not the noise generated by the operation of the equipment; thus, the model does not include some of the louder and more impactful noise sources associated with demolition and construction activities, such as handheld jackhammers, backhoe-mounted impact-hammers, and pile drivers. This may indicate construction noise levels were under-estimated. Urban Crossroads recommends that the analysis be revised to include these sources during building and roadway demolition phases at a minimum.
3. **Long-Term Malabar Yard Operational Impacts** – The operational noise analysis of the Malabar Yard improvements does not evaluate the operational impacts of the Project; rather, it states that either alternative would result in the same impact. The analysis states the Project, “would create additional storage capacity and operational efficiency but would not result in a change to the track alignment or in how the yard or trains using the yard operate.” However, wouldn’t the additional track that allows the additional storage be a “change to the track alignment” or at least the usable track area? Also, how are the additional activities in the yard during the delivery and removal of stored train cars not a change in “how the yard or trains using the yard operate”? This analysis seems to lack an evaluation of the impacts from the change from the existing condition as required by the California Environmental Quality Act (CEQA). The analysis should be revised to include an analysis disclosing the changes in noise levels compared to the existing condition, not just the differences between the alternatives.
4. **Long-Term 46th Street Connector Operational Impacts** – The operational noise analysis of the 46th Street connector improvements does not evaluate the operational impacts of the Project; rather, it states that either alternative would result in the same impact. The analysis states “the 46th Street connector would be located between two active rail lines. Therefore, there would be no perceptible change in operational noise under either design option.” However, as with the analysis of the Malabar Yard improvements, what is the effect on the existing condition of adding the new track connecting the two existing tracks? Again, this analysis seems to lack an evaluation of the impacts from the change from the existing condition as required by CEQA. The analysis should be revised to include an analysis disclosing the changes in noise levels compared to the existing condition, not just the differences between the alternatives.

## CONCLUSIONS:

Our review of the Environmental Evaluation for Malabar Yard Railroad Improvements - Noise Section suggests that the analysis of construction is generally acceptable; however, the operational analysis does not adequately evaluate the impacts resulting from changes to the existing condition, as required by CEQA. Additionally, since the analysis fails to disclose these changes, it seems to fall short of the National Environmental Policy Act (NEPA) requirements to disclose the environmental impacts of the Project or Action. If you have any questions, please contact me directly at (619) 788-1971.

**EXHIBIT "F"**

Email between Kevin Wilson and BNSF Project Engineer Greg Rousseau,  
dated September 27, 2006

**Wilson, Kevin**

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**From:** Montoya, Garrett A. [Garrett.Montoya@wilsonco.com]  
**Sent:** Wednesday, September 27, 2006 8:22 AM  
**To:** Jardine, Laurie M  
**Cc:** Rousseau, Greg J; Hunter, Brenna K.; Brendza, Bob E  
**Subject:** Jpg  
**Attachments:** alternate.jpg; Vernon\_Exh-1.jpg; Vernon\_Exh-2.jpg; Vernon\_Exh-3.jpg; Vernon\_Exh-4.jpg

Laurie,

Attached are clearer jpg's for your use. Please call if you have any other questions.

Garrett Montoya  
Project Manager

**WILSON**  
**& COMPANY**

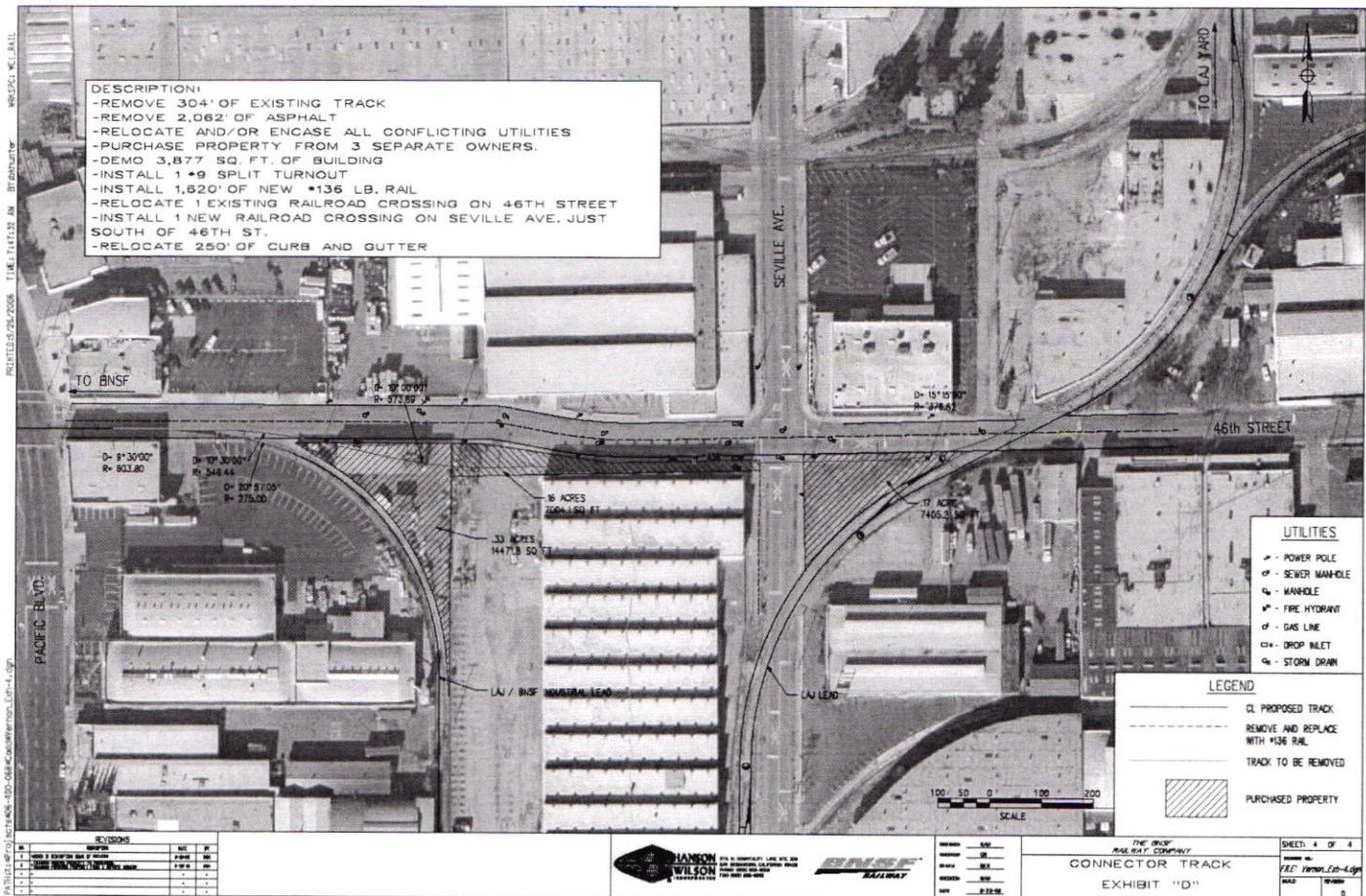
Tel: (909) 806-8007 \ (866) 270-6283

Fax: (909) 806-8099

[www.wilsonco.com](http://www.wilsonco.com)

10/23/2006





DESCRIPTION:  
-REMOVE 304' OF EXISTING TRACK  
-REMOVE 2,062' OF ASPHALT  
-RELOCATE AND/OR ENCASE ALL CONFLICTING UTILITIES  
-PURCHASE PROPERTY FROM 3 SEPARATE OWNERS.  
-DEMO 3,877 SQ. FT. OF BUILDING  
-INSTALL 1\*9 SPLIT TURNOUT  
-INSTALL 1,620' OF NEW #136 LB. RAIL  
-RELOCATE 1 EXISTING RAILROAD CROSSING ON 46TH STREET  
-INSTALL 1 NEW RAILROAD CROSSING ON SEVILLE AVE. JUST SOUTH OF 46TH ST.  
-RELOCATE 250' OF CURB AND GUTTER

- UTILITIES
- ⬢ - POWER POLE
  - ⬢ - SEWER MANHOLE
  - ⬢ - MANHOLE
  - ⬢ - FIRE HYDRANT
  - ⬢ - GAS LINE
  - ⬢ - DROP INLET
  - ⬢ - STORM DRAIN

- LEGEND
- CL PROPOSED TRACK
  - - - REMOVE AND REPLACE WITH #136 RAIL
  - TRACK TO BE REMOVED
  - ▨ PURCHASED PROPERTY

NO.	REVISION	DATE	BY
1	ISSUED FOR PERMITTING	1/15/08	WILSON
2	REVISED TO REFLECT CHANGES	1/22/08	WILSON
3	REVISED TO REFLECT CHANGES	2/1/08	WILSON
4	REVISED TO REFLECT CHANGES	2/1/08	WILSON



FOR INFORMATION: LAJ YARD  
AND INDUSTRIAL LEAD  
ARE NOT PART OF THIS  
PROJECT AND ARE NOT  
TO BE CONSIDERED



DESIGNED BY	WILSON
DRAWN BY	WILSON
CHECKED BY	WILSON
DATE	1/15/08

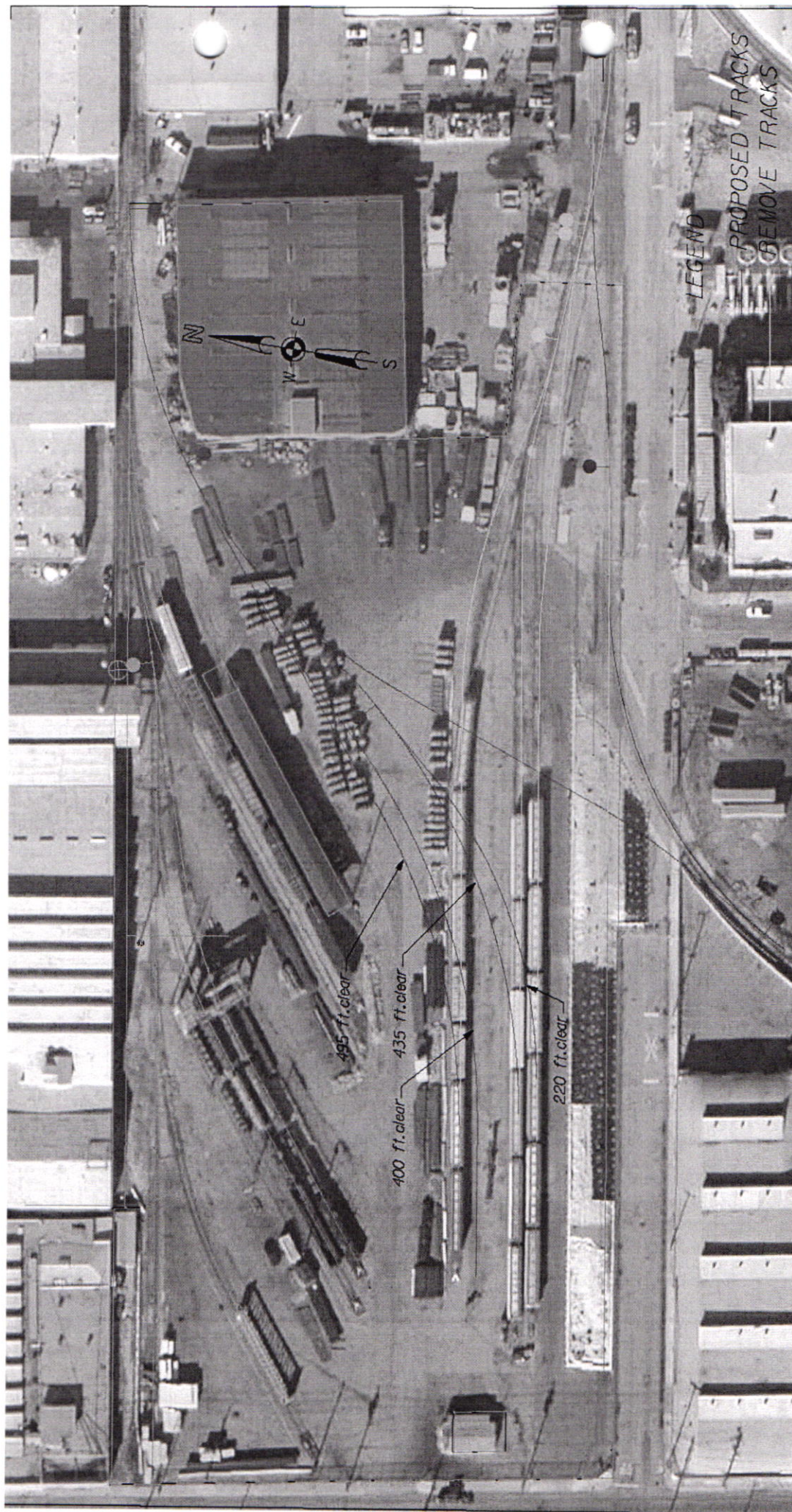
THE BNSF  
RAILWAY COMPANY  
CONNECTOR TRACK  
EXHIBIT "D"

SHEET 4 OF 4
FILE: 100000_100-4.dgn
DATE 1/15/08









LEGEND

PROPOSED TRACKS  
REMOVE TRACKS



495 ft. clear

400 ft. clear

435 ft. clear

220 ft. clear



- REMOVE 272' OF EXISTING TRACK
- REMOVE 2,153' OF ASPHALT
- RELOCATE AND/OR ENCASE ALL CONFLICTING UTILITIES
- ACQUIRE 22,000 SQ. FT. OF CITY ROADWAY
- INSTALL 119 RH TURNOUT
- INSTALL 1,810' OF NEW -136 LB. RAIL
- CLOSE EAST BOUND LANE OF TRAFFIC ON 46TH STREET
- RELOCATE 1 EXISTING RAILROAD CROSSING ON 46TH STREET
- INSTALL 1 NEW RAILROAD CROSSING AT SEVILLE AVE AND 46TH ST

SEVILLE AVE.

46th STREET

- ⚡ - POWER POLE
- ⚙ - SEWER MANHOLE
- ⚙ - MANHOLE
- ⚡ - FIRE HYDRANT
- ⚙ - GAS LINE
- ⚙ - DROP INLET
- ⚙ - STORM DRAIN

CL PROPOSED TRACK  
REMOVE AND REPLACE  
WITH #136 RAIL.  
TRACK TO BE REMOVED

REVISIONS			
NO.	REVISION	DATE	BY
1	CHANGE 2 INCHES ABOVE FLOOR TO 12 IN. CITY MANHOLE	8-28-82	WSP
2	REVISIONS SHOWN ON THIS SET CORRECTED	8-30-82	WSP
3			
4			
5			



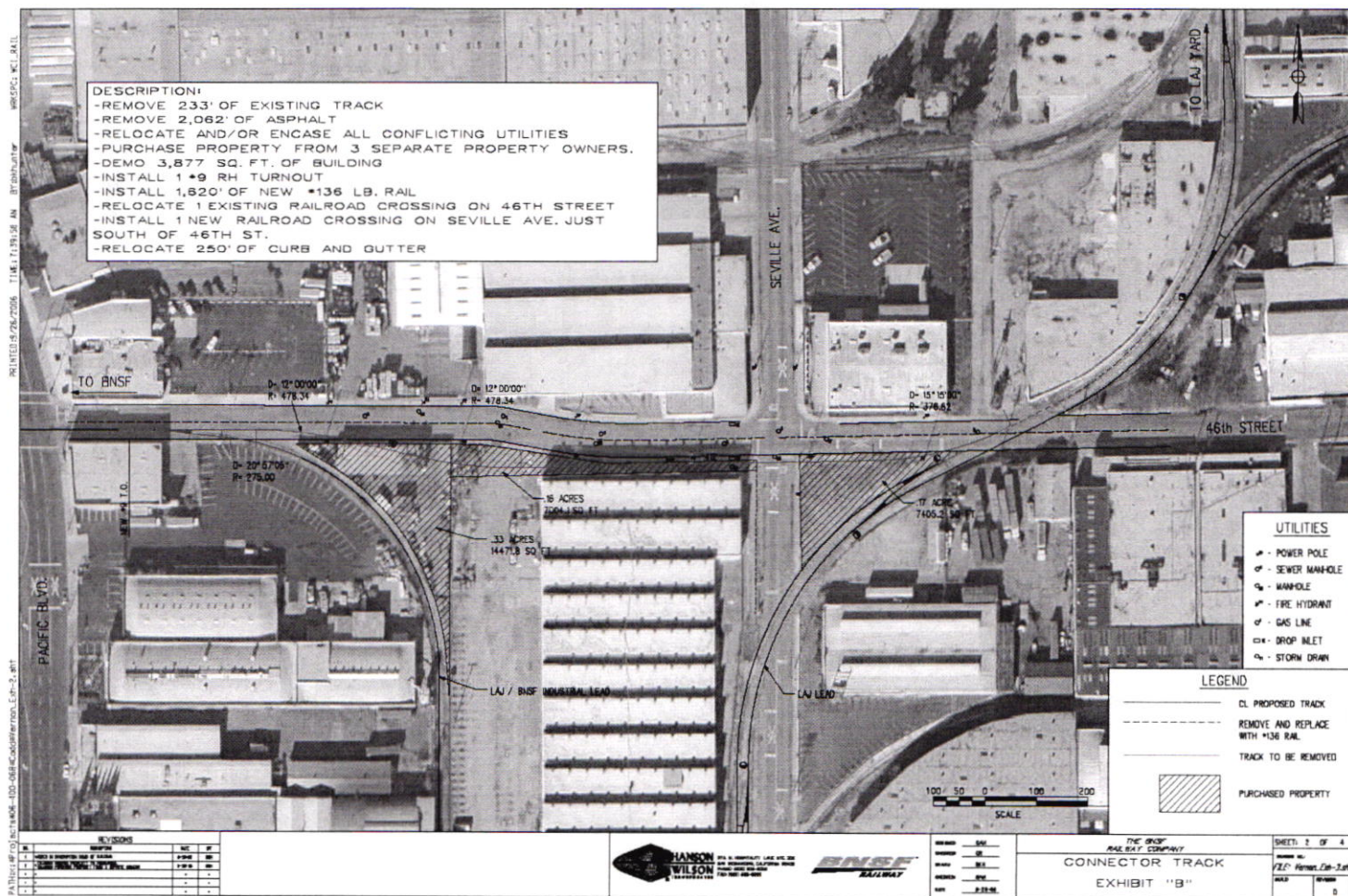
THE CNRP  
RAILWAY COMPANY

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CONNECTOR TRACK  
EXHIBIT "A"

SHEET: 1 OF 4	
INVOICE NO.: FILE: Harmon, Deb-Ltd	
BLANK	RE-PRINT

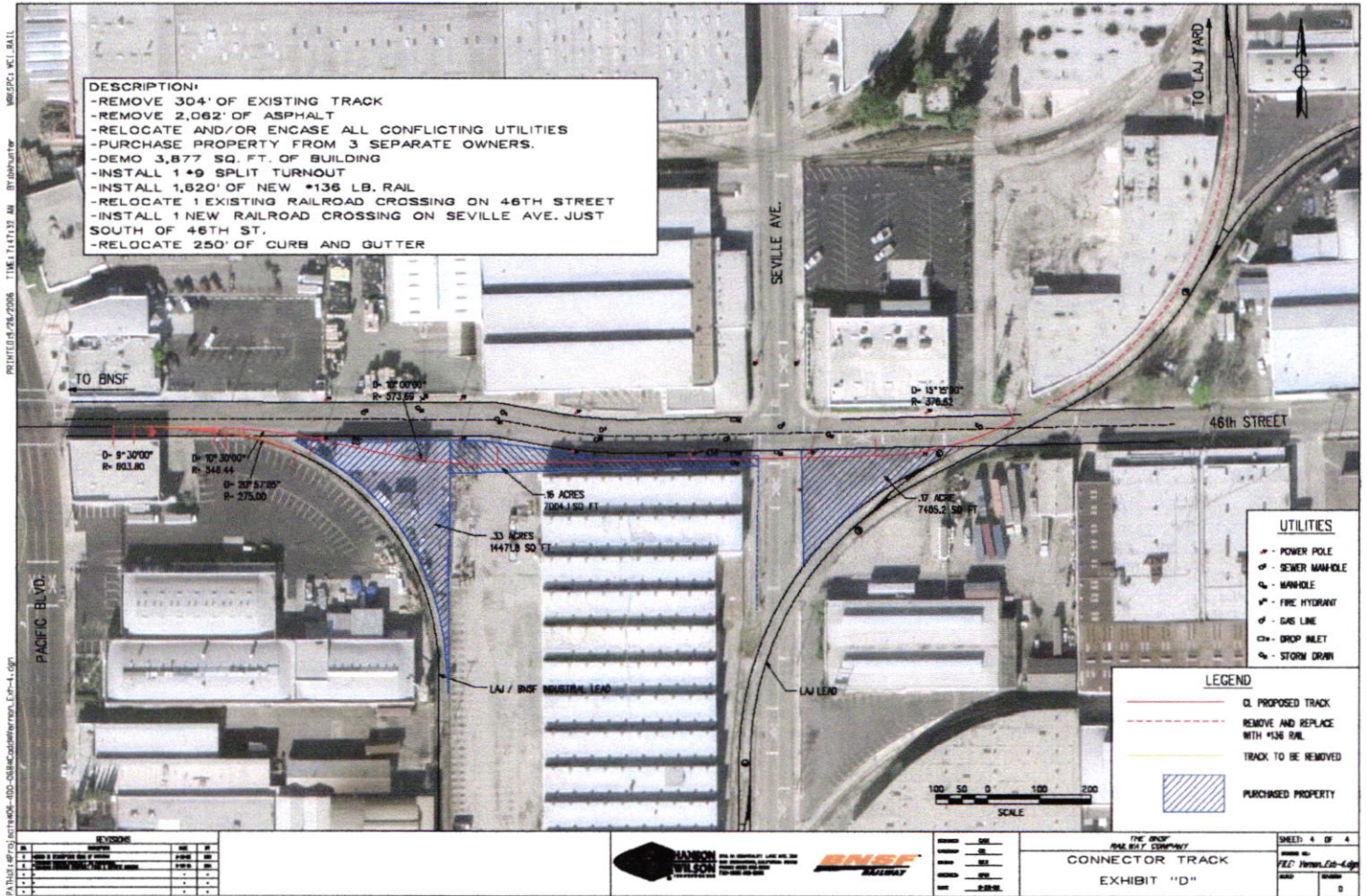




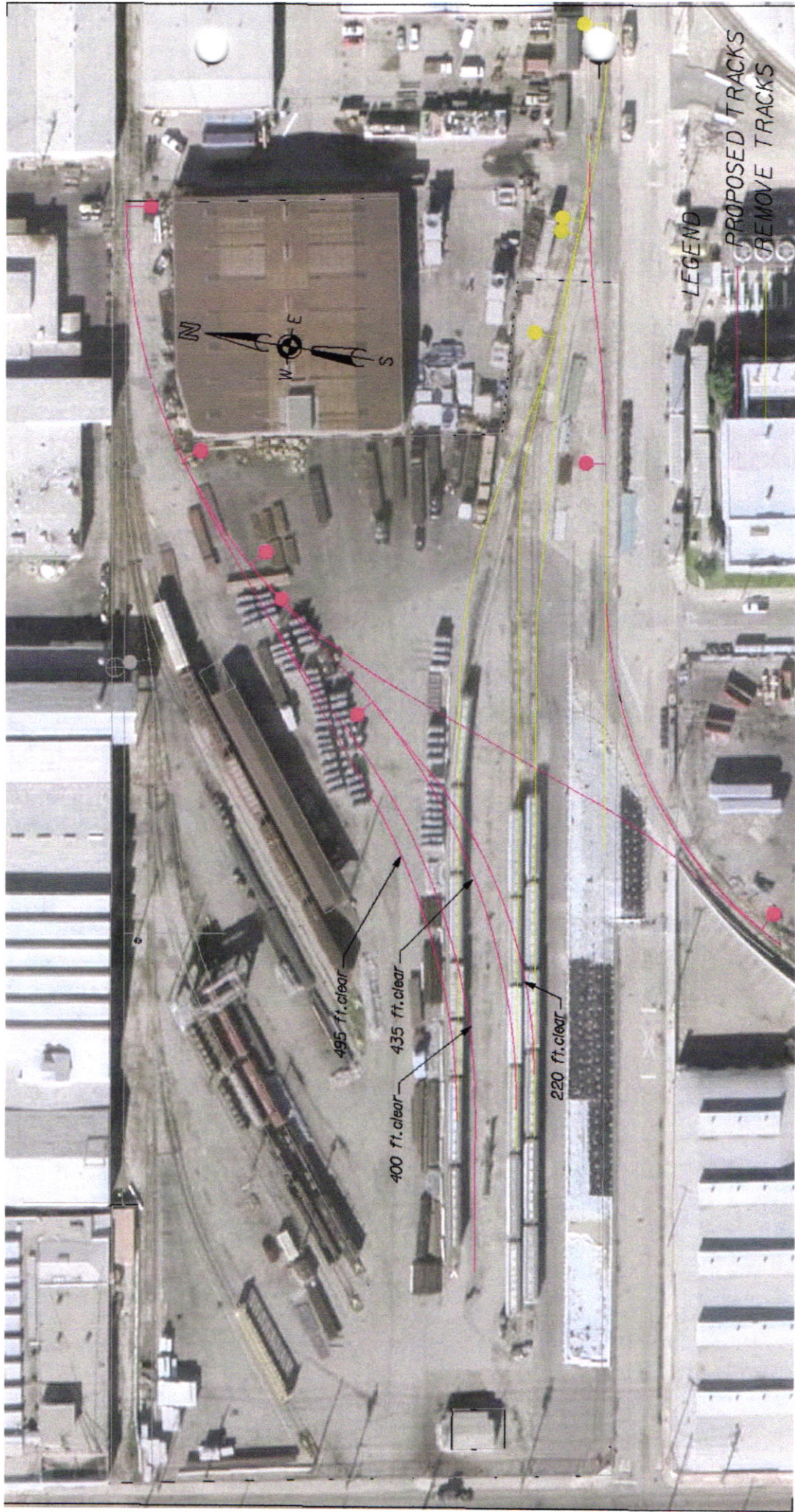




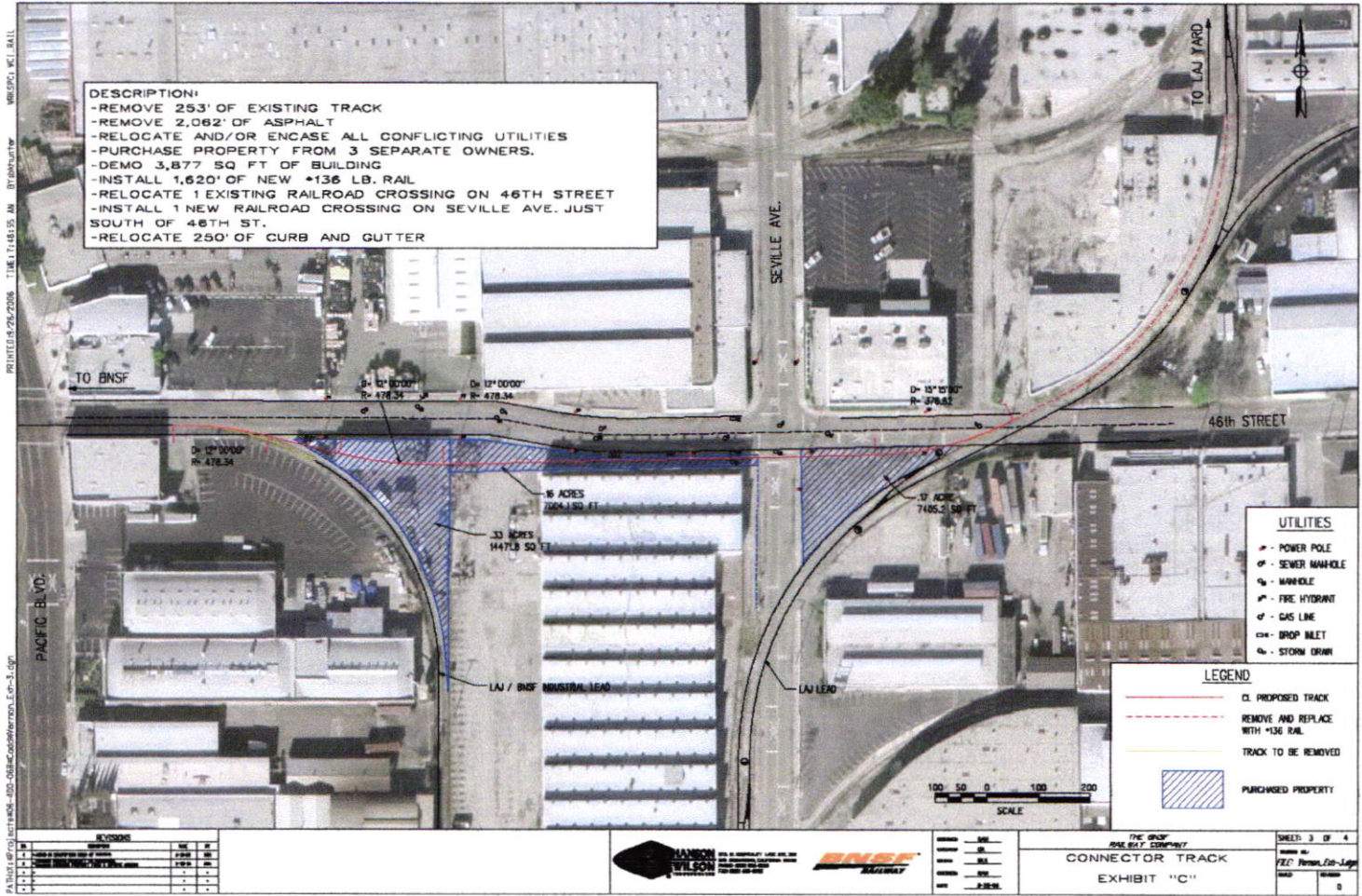




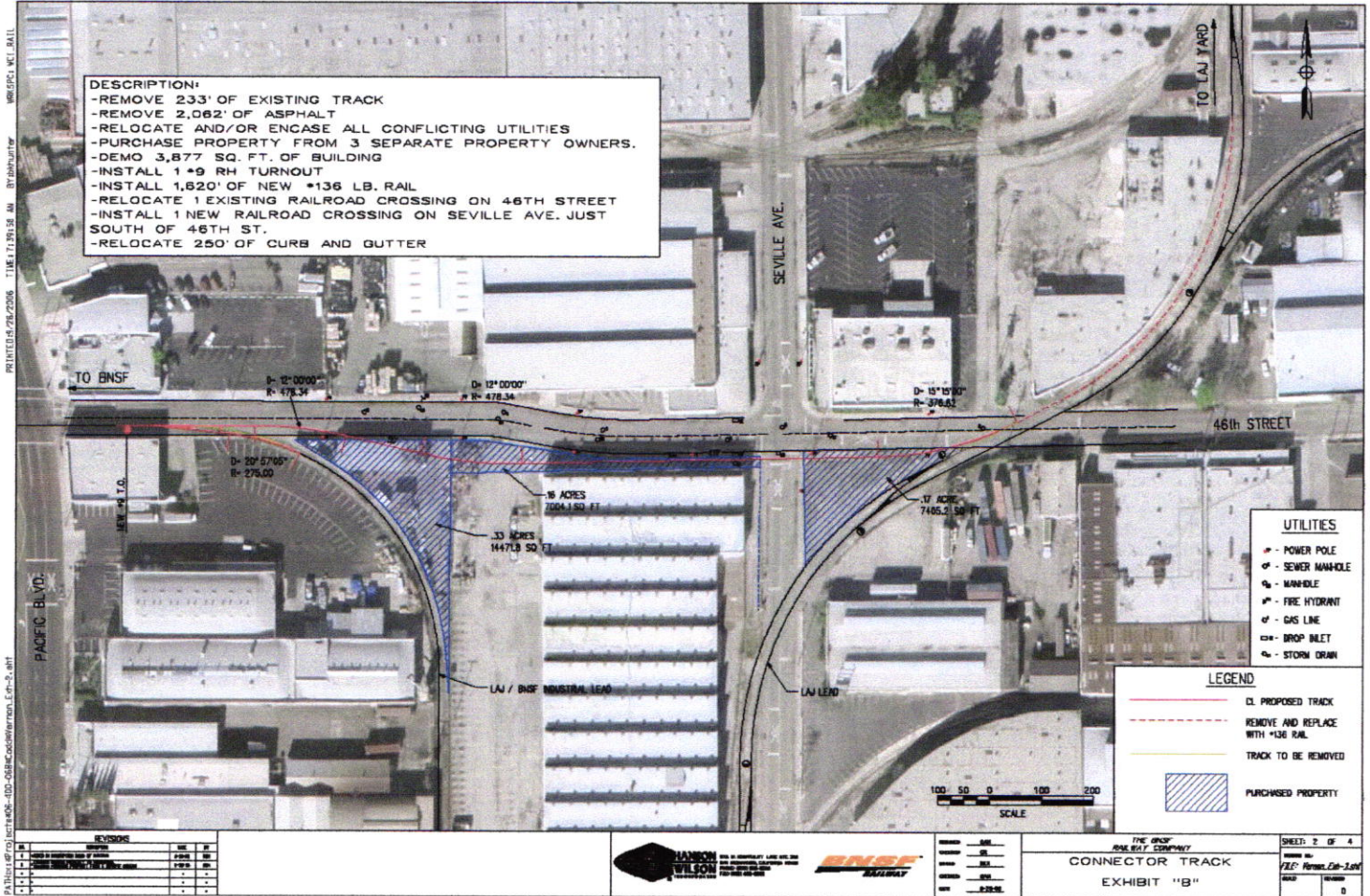












BNSF  
file  
2

**Wilson, Kevin**

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**From:** Rousseau, Greg J [Greg.Rousseau@bnsf.com]  
**Sent:** Thursday, October 19, 2006 11:17 PM  
**To:** Wilson, Kevin  
**Cc:** Palomino, Miguel  
**Subject:** RE: THREE TRACK CONCEPTS FOR LAJ -49TH ST.  
**Attachments:** Jpg

<<Jpg>>

Mr. Wilson,

At the request of Miguel Palomino I am forwarding our various concepts for track alignments for the connections from BNSF to the L.A.J. railway.

A couple them are fairly similar so feel free to call me if you have any questions.

Greg Rousseau

*Greg Rousseau*

Project Engineer  
BNSF Railway CO.  
740 E. Carnegie Dr.  
San Bernardino, CA  
92408

909.386.4079 Ph.  
909.386.4479 Fx.  
<mailto:greg.rousseau@bnsf.com>

-----Original Message-----

**From:** Palomino, Miguel  
**Sent:** Wednesday, October 11, 2006 4:14 PM  
**To:** Rousseau, Greg J  
**Subject:** THREE TRACK CONCEPTS FOR LAJ -49TH ST.

Greg,

Please send via email the three concepts to

Kevin wilson -city of vernon, [kwilson@ci.vernon.ca.us](mailto:kwilson@ci.vernon.ca.us)

10/23/2006

THANKS,

MIGUEL PALOMINO  
BNSF-Manager of Engineering  
Off. 909-386-4250  
Cell. 909-841-0040



improvements on behalf and for the benefit of BNSF at the expense of the City of Vernon.

24. The 46th Street connection project proposes raised medians in 46th Street and Seville Avenue. It does not appear trucks will be able to make right turns with these medians in place. A redesign is required.
25. If the project is approved. What is the preferred alternative (option) for the 49th street closure and 46th Street connection. The City should have the final determination.
26. A new residential complex has been permitted for construction near the Malabar yard. Why were the impacts on the future residents (sensitive receptors) not evaluated?
27. Since the use of Malabar yard does not gain BNSF any new real property, it appears that Metro will in fact will be purchasing the West Bank yard adjacent to the LA River from BNSF contrary to what Metro has advised.
28. It appears that BNSF was given veto power over where the storage yard could be located by requiring the replacement yard to be located west of the Hobard yard. A thorough analysis of all alternative sites must be performed to ensure that the option with the least amount of environmental impacts is chosen as the preferred alternative. The railroad operations should be only one component of this analysis.
29. There are numerous largescale projects proposed in and around the City of Vernon, including the California High Speed Rail, Eco Rapid transit and the widening of the I-710 freeway. Why were the cumulative impacts of these projects not analyzed in Appendix Q of the EIR/EIS.

Given the above stated issues and concerns it is my opinion that the Malabar yard and 46<sup>th</sup> Street connector projects in the City of Vernon should be eliminated from the Link Union Station project. Thank you for the opportunity to provide these comments.

Sincerely,



Samuel Kevin Wilson



October 22, 2025

Metro Board  
One Gateway Plaza, 3<sup>rd</sup> Floor  
Los Angeles, CA 90012

Dear Board Members:

I am writing on behalf of PABCO Paper located on Pacific Boulevard in Vernon, CA to express our serious concerns regarding the proposed expansion of Malabar Yard adjacent to our facility. As a business operating 24 hours a day, 7 days a week, with a workforce of 85 employees and a logistics operation involving 200 inbound/outbound tractor trailers each week, the proposed development poses significant risks to both our people and our operations.

Our property shares a border with the proposed yard for approximately 40% of its total length, yet Metro has not acknowledged our site, or our employees as impacted. This oversight is deeply troubling given the direct and immediate consequences we anticipate:

- **Health and Welfare Risks:** The increased diesel emissions from increased locomotive activity in the proposed BNSF rail yard will degrade air quality in the area. Our employees, many of whom work long shifts and rely on outdoor access, will be exposed to elevated levels of pollutants that pose serious health risks.
- **Employee Access and Safety:** Our round-the-clock operation depends on reliable access to our facility. Increased train activity and traffic disruptions will make it more difficult and potentially hazardous for employees to reach work and go home.
- **Operational Disruption:** We manage a high-volume logistics flow supplying local gypsum wallboard plants, box plants, and corrugators plants with paper that we manufacture on our site. Our customers collectively employ over 500 people in California. Any interference with traffic patterns, access routes, or staging areas will directly impact our ability to receive raw materials and deliver finished products to our customers, threatening our business continuity.

We urge Metro Board to omit the Malabar Yard from the Link Union Station Project. We strongly support the Link Union Station Project and in no way want to restrict BNSF's current use of the Malabar Yard. But we do feel that the proposed expansion to Malabar significantly hampers the City of Vernon and the businesses of Vernon.

Thank you for your attention to this matter. We look forward to your response.

Sincerely,

Brian Bailey  
Plant Manager



October 22, 2025

Office of Board Administration  
LA Metro Board of Directors  
One Gateway Plaza  
MS: 99-3-1  
Los Angeles, CA 90012

Via email:  
[BoardClerk@metro.net](mailto:BoardClerk@metro.net)

**Subject: Agenda Item No. 10 – AGAINST. The City of Vernon has significant concerns over impacts on our community and opposes the Link US Project as long as it includes the expansion of the Malabar Yard in Vernon.**

Dear Chair Dutra and Metro Board of Directors:

On behalf of the City of Vernon, I am submitting written comment regarding Board of Directors Item No. 10. The City shares Metro's broader goals for the LINK Union Station project and understands its regional importance. We are open to collaborating with Metro and BNSF Railway on limited, clearly defined improvements at the Malabar Yard. However, as currently proposed, the project raises serious concerns for our community.

We have repeatedly heard Metro's presentations and assumptions about the benefits this project will bring to our community. But not once has Metro or BNSF provided Vernon with any commitment or assurances on the extent and frequency of road closures and train traffic. The City of Vernon asked BNSF to consider an operational agreement and Metro staff were present at the meeting when BNSF refused. Metro's proposal would grant BNSF, a private corporation, significant operational and economic benefits while shifting all environmental, health, and safety burdens onto the City of Vernon. That outcome is neither equitable nor consistent with sound public policy.

The Malabar Yard Mitigation includes a hard, permanent closure at 49th Street and significant new closures caused by 1,000 feet of new track and crossing infrastructure at 46th Street. Over the last 15-20 years, and separate from any proposed Link US project, BNSF has sought the City's approval to implement the operational changes that make up the Malabar Yard Mitigation. Dating back to 2006, Vernon has repeatedly denied BNSF's request because of the project's well-known impacts, particularly on traffic. Conveniently, this major operational change is now being presented as necessary "mitigation" for BNSF's loss of rail storage at West Bank Yard. We are informed that BNSF

has told the City of Vernon and Metro staff that it will not enter into any contractual agreement setting parameters on the length and frequency of trains in Vernon as a result of the proposed changes. However, BNSF has never once sat at the table with Vernon to negotiate the terms of such an agreement.

This is a two-way street. Vernon must approve the closure at 49<sup>th</sup> Street and the crossing at 46<sup>th</sup> Street. But no rational public agency would agree to overhaul its already congested traffic system without such assurances and based upon a flawed traffic study taken during the height of the COVID-19 shutdown. Thus, the proposed “mitigation” to offset BNSF’s purported loss of storage space is infeasible and cannot be implemented without the City’s required approvals. With this important point in mind, **the City urges Metro to either defer action on the Link Union Station project or remove the Malabar Yard mitigation measure from the EIR and identify a feasible BNSF storage option that omits Malabar Yard.**

### **Mischaracterization of “Mitigation”**

The rationale for the proposed Malabar Yard expansion is fundamentally flawed and contrary to the goals of CEQA and NEPA. Metro’s environmental review characterizes the Malabar Yard improvements as a “mitigation measure” for the potential loss of storage capacity at the West Bank Yard. However, the loss of private rail storage is not an environmental impact under CEQA or NEPA and does not require mitigation. The vague and generic planning policies in the Los Angeles Mobility Plan, which the Malabar Yard is intended to address, are simply irrelevant and do not raise environmental impacts (e.g., “Identify and implement strategies to facilitate the flow of freight traffic.”). Framing the proposal as necessary mitigation is a misrepresentation that grants BNSF an operational advantage at the expense of our community. In truth, the project itself creates new and significant environmental impacts.

### **Traffic and Safety Concerns**

Metro’s presentation and environmental documents include several inaccurate and incomplete assumptions. The overall message presented by Metro staff is that the Malabar Yard expansion will reduce train trips and traffic congestion citywide and reduce emergency response times by five minutes, but there is no analysis of the impact of additional vehicle queuing and traffic triggered by the proposed closure of 49<sup>th</sup> Street and connector on 46<sup>th</sup> Street. The Metro analysis did not even consider additional train movements going east from the Malabar Yard, creating potential delays in emergency response times on key arterial streets that the Vernon Police Department utilize running north and south (Seville Avenue, Soto Street, Boyle Avenue, Alcoa Avenue, and Downey Road – See enclosed map).

Further, Metro’s own documentation acknowledges that the proposed rail crossing at Seville Avenue and 46<sup>th</sup> Street could cause vehicle backups and safety hazards, even with Metro’s proposed mitigation measures. Additional train movements to and from the



Los Angeles Junction Railway will compound congestion, delay emergency response, and increase air emissions throughout the City.

During meetings about this project, Vernon Police Department staff also emphasized the need for Metro to consult with the Los Angeles County Fire Department to address potential impacts on their response times, considering their need to maneuver large firefighting vehicles; to our knowledge, those meetings never took place.

### **Environmental and Community Impacts**

The burden of this project would fall entirely on Vernon and its neighboring SELA communities. The affected area includes not only industrial zones but also nearby homes (less than 550 feet from the Malabar Yard), a church serving the Deaf community, Stacy Medical Center (our only 24/7 medical clinic) and the Vernon City School, which serves elementary students from disadvantaged communities. Contrary to the environmental review's claims, the school is located less than 700 feet from the Malabar Yard, not more than a quarter mile away. The resulting increases in noise, pollution, and traffic will directly impact these children and other sensitive populations.

The proposed closure of 49<sup>th</sup> Street and new rail connector on 46<sup>th</sup> Street would also impact bus transit services running through the City (Metro bus lines 60, 105, 251, 611, 751, and 760). Each day, approximately 50,000 workers from the SELA communities and beyond travel to Vernon to earn a living; many of them rely on Metro's buses to get to their jobs on time. Delays in transit services due to increased traffic could jeopardize jobs for the thousands of workers in our communities who support the regional economy and depend on their jobs to support their families.

### **Lack of Transparency and Unanswered Questions**

Before this project can move forward, BNSF and Metro must provide clear answers to basic operational questions, including:

- How many trains currently use the Yard, and how many are anticipated after the project?
- What will be the length and frequency of those trains?
- How many customers in Vernon are currently served by BNSF?
- Can displaced storage be distributed across multiple existing yards rather than concentrated in Vernon?
- Will BNSF enter into an operational agreement that enforces limits on the volume and type of train traffic at the Malabar Yard?

### **Misconception of Community Benefits**

Metro documents include community benefits estimated at \$24.5 million worth of improvements to the City of Vernon that include train detection cameras, high visibility crosswalks, new bus shelters, road restriping and AI-based traffic control systems. These are not additional benefits that the City is going to receive, but rather necessary mitigations that are needed to address the significant environmental impacts that the

proposed Malabar Yard improvements have on the City and surrounding community. A benefit to the Vernon community would be to not move forward with the proposed Malabar Yard improvements and to seek other alternatives. Additionally, the City does not agree with the data/methods utilized by Metro in drawing its conclusions with regards to reduced train trips as there has been no data or cap on train trips confirmed to the City by BNSF, traffic delays as initial studies took place during the COVID-19 pandemic, and improvement to emergency response times as the City's response time for Priority 1 emergency calls is currently 3.5 minutes.

### **Insufficient Time to Review Final SEIR**

The City has not been allowed sufficient time to review the Final SEIR documents or Metro's responses to the City's written comments. Given the magnitude of the Link US project related improvements proposed for Vernon and the City's expressed concerns for public safety and community impacts, the City cannot rush through the voluminous documents and data recently released by Metro as follows:

- October 10, 2025 – Metro response to City's written comments (160 pages).
- October 13, 2025 – Final Supplemental Environmental Impact Report (SEIR) (Environmental Evaluation of Malabar Yard Mitigation alone is 762 pages and includes new information).

This timeline allowed the City only one (1) day to review the Final SEIR prior to Metro's Planning and Programming Committee Meeting held on October 15, 2025, only two (2) days before the Executive Management Committee Meeting held on October 16, 2025, and only ten (10) days to review the documents prior to the Metro Board Meeting scheduled for October 23, 2025.

This is wholly insufficient. We respectfully request at least a thirty (30) day review period to allow meaningful participation by the City, residents, and affected businesses, and to bring BNSF to the table. Without an operational agreement with BNSF, we do not see a path forward.

### **Approval of SEIR Without Malabar Yard Mitigation**

Based on the City's understanding of the CEQA process, we believe that inclusion of the proposed Malabar Yard improvements in the Final SEIR is not necessary for Metro to move forward with the Link US Project. Metro staff has cited impacts to funding opportunities as the reason for the rushed timeline for approval of the Final SEIR. Removing the Malabar Yard Mitigation entirely from the Project, would address this concern, as the Board would then be able to certify the Final SEIR on October 23, 2025, without opposition from the City. Subsequently, the City would be amenable to ongoing discussions with Metro and BNSF regarding desired changes in Vernon, including a written three-party operational agreement between Metro, BNSF, and the City of Vernon that establishes clear parameters regarding the frequency, length, and train activity associated with any such changes.

## City Authority and Next Steps

The Malabar Yard improvements cannot proceed without the City's cooperation. The project requires City approvals for at-grade crossings, right-of-way vacations, and various permits. These approvals are not suggestions, they are required by mitigation measures in the project's own EIS/SEIR (MY TR-6). At this time, the Vernon City Council has directed staff to oppose the Malabar Yard proposal until these issues are fully addressed and the environmental review is corrected.

## Request to the Metro Board of Directors

The City recognizes the regionwide importance of the Link US Project but has consistently expressed its concerns regarding the impact of the proposed Malabar Yard improvements. **Accordingly, we request that the Board consider taking the following action:**

- **Remove the proposed Malabar Yard improvements (Mitigation Measure TR-3), and Appendix Q of the Draft SEIR from the Final SEIR, and certify the Final SEIR omitting any and all proposed changes in Vernon.**

Vernon is prepared to consider other options that would both protect the City and allow the larger Link US Project to move forward, so long as the Malabar Yard is not a part of the Metro Board's approval.

## Conclusion

The City of Vernon stands ready to engage in good-faith discussions with Metro and BNSF to achieve a balanced, transparent, and equitable outcome. However, if approval of the Final SEIR proceeds as proposed with the Malabar Yard Mitigation, the City will have no choice but to pursue all available legal remedies to protect our community.

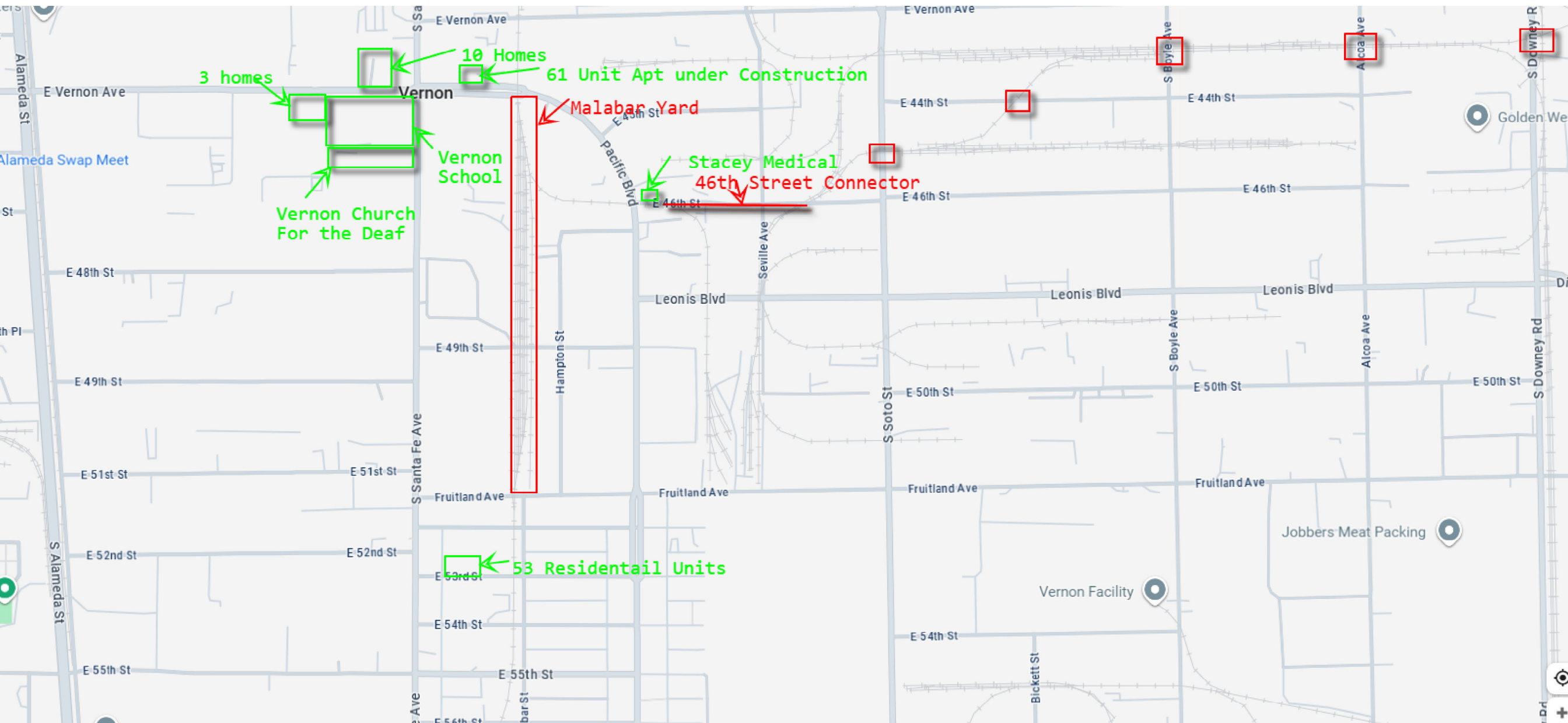
Thank you for your attention and for your continued support of environmental justice and responsible regional planning.

Sincerely,



Leticia Lopez  
Mayor  
City of Vernon

Attachment: Map of Sites Impacted by Proposed Malabar Yard Improvements





**From:** [Dennis Berman](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) 1 minute opposition to Malabar Project Meeting 10/23/25  
**Date:** Wednesday, October 22, 2025 3:52:12 PM

---

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Dennis Berman

Majority Shareholder Bandwagon/WPS Fresh (Wholesale Produce Company)

Deleni Boys LLC. 4550 Seville (Property Owner)

In business since 1988

Employees - 40

Vendors-300+

Customers-78+

Hours of Operation: Monday-Saturday 2am-6pm

Daily out going tractor trailer shipment- 25-30

Daily incoming shipment tractor trailer shipments-30-40

At the eye of the storm at 46th and Seville, the train will be crossing my driveway entrance and creating what was once access from all direction, to no access due to traffic congestion from the train crossing and blocking Seville and 46th street. Between construction of the 46th St. thoroughfare and unrestricted, forecasted usage upon completion, both my vendors/suppliers and customers will not make deliveries or pickups if their trucks can't access my facility to load in a timely fashion. We will lose both our customers and supply chain and, ultimately, our well established business of 37 years! Our employees will be late for work and will not frequent surrounding businesses during their breaks, they could also seek employment elsewhere if travel time and access becomes a problem. Livelihoods are at risk, YOU MUST NOT ALLOW THIS PROJECT TO GO FORWARD!!

**From:** [Dennis Berman](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) 1 minute opposition to Malabar Project Meeting 10/23/25  
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**From:** [Kurt Canfield](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) 10/23 Board Meeting Agenda Item 10: FOR  
**Date:** Monday, October 20, 2025 4:24:19 PM

---

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Good afternoon,

On behalf of Car-Lite Long Beach, a grassroots community based organization advocating for safe streets and alternative transport modes, we are glad to see the Link Union Station project moving forward. Despite funding setbacks, hostile federal administration, and rising construction costs, we believe that allowing trains to through-run LA Union Station will fundamentally improve access, train frequency, and service all in one project. Rather than time very tight transfers, through-running could enable people to remain on the same train as they head from the Valley to Irvine. Reduced transit time is yet another benefit as through-running will cut down on the time required to run trains through the throat of the Union Station rail yard twice.

We ask the board to show their support for this project and vote to certify the FEIR.

Best,

Kurt Canfield  
Organizer  
Car-Lite Long Beach

**From:** [Alex Gabriel](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Wednesday, October 22, 2025 4:15:49 PM

---

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Board Clerk,

To the Los Angeles Metropolitan Transportation Authority Board:

I write in support of Item 10 on the September Regular Board Meeting Agenda and ask that you immediately certify the Link Union Station Project Final Supplemental Environmental Impact Report so that this project is not delayed any further.

LA Union Station is a Southern California transportation hub, connecting six counties with a combined population of 20 million. Link US will make LA Union Station a world-class transit hub paving the way for High-Speed Rail while unlocking new single-seat Metrolink routes for faster trips and more service. The transformed regional rail system will connect seamlessly to Metro Rail and Bus and municipal bus systems.

Link US will also create shorter wait times, accommodate future demand, and enhance mobility options for walking, cycling, scootering, and other non-vehicular modes. Link US will create an estimated 4,500 temporary jobs per year over a five-year period, along with 200+ permanent jobs. This project has already created hundreds of jobs in planning, design, and demolition in preparation for construction.

Link US promises community benefits for the City of Vernon that will reduce train impacts and improve community safety while also creating passenger benefits at Union Station including a new concourse, retail and other amenities, and new expanded platforms. Do not delay this project. Please support Item 10 today and certify the Final SEIR.

Yours,

Alex Gabriel

[Redacted signature block]



**From:** [Alex Gabriel](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Wednesday, October 22, 2025 4:15:49 PM

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Yours,

Alex Gabriel

[Redacted signature block]

**From:** [Miriam Bar-Zemer](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Wednesday, October 22, 2025 10:58:45 AM

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Yours,

Miriam Bar-Zemer

[Redacted signature block]

**From:** [Christian Flores](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Wednesday, October 22, 2025 4:10:04 PM

---

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Yours,  
Christian

Christian Flores

[Redacted signature block]

**From:** [Christian Flores](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Wednesday, October 22, 2025 4:10:04 PM

---

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Yours,  
Christian

Christian Flores

[Redacted signature block]



**From:** [Melissa Granados](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Wednesday, October 22, 2025 10:43:23 AM

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Yours,

Melissa Granados

[Redacted signature block]

**From:** [REDACTED]  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Wednesday, October 22, 2025 3:42:54 PM

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Yours,  
Perias Pillay

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [Joshua Puterbaugh](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Wednesday, October 22, 2025 10:29:23 AM

---

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Yours,

Josh Puterbaugh

[Redacted signature block]

**From:** [Nathan Markquart](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Wednesday, October 22, 2025 3:29:42 PM

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Yours,  
Nate Markquart

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]



**From:** [Alec Aguilera](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Wednesday, October 22, 2025 10:26:19 AM

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Yours,

Alec Aguilera

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [Connor Maduzia](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Wednesday, October 22, 2025 2:56:48 PM

---

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Yours,  
Connor Maduzia

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [Kristin Marino](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Wednesday, October 22, 2025 10:20:35 AM

---

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Board Clerk,

To the Los Angeles Metropolitan Transportation Authority Board:

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LA Union Station is a Southern California transportation hub, connecting six counties with a combined population of 20 million. Link US will make LA Union Station a world-class transit hub paving the way for High-Speed Rail while unlocking new single-seat Metrolink routes for faster trips and more service. The transformed regional rail system will connect seamlessly to Metro Rail and Bus and municipal bus systems. I believe this is important as other Metro line updates are happening, especially considering that many of them pass through Union Station.

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Link US will create an estimated 4,500 temporary jobs per year over a five-year period, along with 200+ permanent jobs. This project has already created hundreds of jobs in planning, design, and demolition in preparation for construction. These jobs are important as the average American struggles in this economy.

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Do not delay this project. Please support Item 10 today and certify the Final SEIR.

Thank you,  
Kristin Marino

Kristin Marino

[REDACTED]

[REDACTED]

[REDACTED]



**From:** [Kathleen Howe](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Wednesday, October 22, 2025 2:35:03 PM

---

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Yours,

Kathleen Howe

[Redacted signature block]

**From:** [Kathleen Howe](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Wednesday, October 22, 2025 2:35:03 PM

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Yours,

Kathleen Howe

[Redacted signature block]

**From:** [David Tran](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Wednesday, October 22, 2025 10:19:55 AM

---

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Best regards,

David Tran

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [Brian Pomp](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Wednesday, October 22, 2025 2:23:51 PM

---

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Yours,

Brian Pomp

[Redacted signature block]



**From:** [Jefferson Seidl](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Wednesday, October 22, 2025 10:18:22 AM

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Yours,

Jefferson Seidl

[Redacted signature block]

**From:** [Caden Ziegler](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Wednesday, October 22, 2025 1:36:55 PM

---

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Yours,

Caden Ziegler

[REDACTED]

[REDACTED]

[REDACTED]

**From:** [Jonathan Diaz](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Wednesday, October 22, 2025 10:17:05 AM

---

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Yours,

Jonathan Diaz

[Redacted Signature Block]

**From:** [REDACTED]  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Wednesday, October 22, 2025 1:22:50 PM

---

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Board Clerk,

To the Los Angeles Metropolitan Transportation Authority Board:

I live a 5 minute drive from the LAUS. I'm wiring in strong support of Item 10 on the September Regular Board Meeting Agenda and ask that you immediately certify the Link Union Station Project Final Supplemental Environmental Impact Report so that this project is not delayed any further.

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Yours,

[REDACTED]  
[REDACTED]  
[REDACTED]



**From:** [REDACTED]  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Wednesday, October 22, 2025 1:22:50 PM

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Yours,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [Michael Bennett](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Wednesday, October 22, 2025 10:02:43 AM

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Yours,  
Michael

Michael Bennett

[Redacted signature block]

**From:** [evon freeman](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Wednesday, October 22, 2025 1:20:05 PM

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Yours,  
Evon Freeman

evon freeman

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [Shanil Jiwani](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Wednesday, October 22, 2025 9:59:49 AM

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Yours,

Shanil Jiwani

[Redacted signature block]



**From:** [Alexander Pullin](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Wednesday, October 22, 2025 1:07:23 PM

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Yours,  
Alexander Pullin

Alexander Pullin

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [Matthew Harnden](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Wednesday, October 22, 2025 9:56:47 AM

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Matthew Harnden

[Redacted signature block]

**From:** [REDACTED]  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Wednesday, October 22, 2025 9:53:11 AM

---

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Best,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [Miles Kluth](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Wednesday, October 22, 2025 12:55:04 PM

---

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Yours,

Miles Kluth

[Redacted signature block]



**From:** [REDACTED]  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Wednesday, October 22, 2025 9:50:32 AM

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Yours,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [Rachel Weeks](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Wednesday, October 22, 2025 12:48:34 PM

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Board Clerk,

To the Los Angeles Metropolitan Transportation Authority Board:

I write in support of Item 10 on the September Regular Board Meeting Agenda and ask that you immediately certify the Link Union Station Project Final Supplemental Environmental Impact Report so that this project is not delayed any further.

LA Union Station is a Southern California transportation hub, connecting six counties with a combined population of 20 million. Link US will make LA Union Station a world-class transit hub paving the way for High-Speed Rail while unlocking new single-seat Metrolink routes for faster trips and more service. The transformed regional rail system will connect seamlessly to Metro Rail and Bus and municipal bus systems.

Link US will also create shorter wait times, accommodate future demand, and enhance mobility options for walking, cycling, scootering, and other non-vehicular modes. Link US will create an estimated 4,500 temporary jobs per year over a five-year period, along with 200+ permanent jobs. This project has already created hundreds of jobs in planning, design, and demolition in preparation for construction.

Link US promises community benefits for the City of Vernon that will reduce train impacts and improve community safety while also creating passenger benefits at Union Station including a new concourse, retail and other amenities, and new expanded platforms. Do not delay this project. Please support Item 10 today and certify the Final SEIR.

Yours,

Rachel Weeks

[Redacted signature block]

**From:** [Spencer Wejrowski](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Wednesday, October 22, 2025 9:46:27 AM

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Yours,

Spencer Wejrowski

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [William Frankenfeld](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Wednesday, October 22, 2025 12:30:40 PM

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William Frankenfeld, 90807

William Frankenfeld

[REDACTED]  
[REDACTED]  
[REDACTED]



**From:** [Erik Larsen](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Wednesday, October 22, 2025 9:23:32 AM

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Yours,

Erik Larsen

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [Sean Choo](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Wednesday, October 22, 2025 12:26:58 PM

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Yours,

Sean Choo

[Redacted signature block]

**From:** [Adriana Rizzo](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Wednesday, October 22, 2025 12:18:04 PM

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Yours,

Adriana Rizzo

[Redacted signature block]

**From:** [Alexander Przybyla](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Wednesday, October 22, 2025 9:18:20 AM

---

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Yours,

Alexander Przybyla

[Redacted signature block]



**From:** [Alistair Hewlitt](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Wednesday, October 22, 2025 12:06:26 PM

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Yours,

Alistair Hewlitt

[Redacted signature block]

**From:** [Erin Hoops](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Wednesday, October 22, 2025 9:13:02 AM

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Yours,

Erin Hoops

[Redacted signature block]

**From:** [George Tong](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Wednesday, October 22, 2025 8:39:38 AM

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Yours,  
George Tong

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Wednesday, October 22, 2025 11:57:12 AM

---

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Yours,

[REDACTED]  
[REDACTED]  
[REDACTED]



**From:** [Jonathan West](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Wednesday, October 22, 2025 8:34:52 AM

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Jonathan West

[Redacted signature block]

**From:** [David Pontious](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Wednesday, October 22, 2025 11:54:26 AM

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Yours,

David Pontious

[Redacted signature block]

**From:** [Colin Nangle](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Wednesday, October 22, 2025 11:50:47 AM

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Yours,

Colin Nangle

Colin Nangle

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [Sumner LeVeque](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Wednesday, October 22, 2025 8:19:18 AM

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Yours,

Sumner LeVeque

[REDACTED]  
[REDACTED]  
[REDACTED]



**From:** [Joaquin Domingo](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Wednesday, October 22, 2025 11:49:55 AM

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Yours,  
Joaquin Domingo

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [Lindsey Larsen](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Wednesday, October 22, 2025 8:17:23 AM

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Board Clerk,

To the Los Angeles Metropolitan Transportation Authority Board:

I write in support of Item 10 on the September Regular Board Meeting Agenda and ask that you immediately certify the Link Union Station Project Final Supplemental Environmental Impact Report so that this project is not delayed any further.

I live in the San Fernando Valley car free so transportation hubs like LA Union Station are vital.

LA Union Station is a Southern California transportation hub, connecting six counties with a combined population of 20 million. Link US will make LA Union Station a world-class transit hub paving the way for High-Speed Rail while unlocking new single-seat Metrolink routes for faster trips and more service. The transformed regional rail system will connect seamlessly to Metro Rail and Bus and municipal bus systems.

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Link US promises community benefits for the City of Vernon that will reduce train impacts and improve community safety while also creating passenger benefits at Union Station including a new concourse, retail and other amenities, and new expanded platforms.

Do not delay this project. Please support Item 10 today and certify the Final SEIR.

Yours,

Lindsey Larsen

[REDACTED]

[REDACTED]

[REDACTED]

**From:** [Lauren Dellapa](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Wednesday, October 22, 2025 11:33:09 AM

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Board Clerk,

To the Los Angeles Metropolitan Transportation Authority Board:

I write in support of Item 10 on the September Regular Board Meeting Agenda and ask that you immediately certify the Link Union Station Project Final Supplemental Environmental Impact Report so that this project is not delayed any further.

LA Union Station is a Southern California transportation hub, connecting six counties with a combined population of 20 million. Link US will make LA Union Station a world-class transit hub paving the way for High-Speed Rail while unlocking new single-seat Metrolink routes for faster trips and more service. The transformed regional rail system will connect seamlessly to Metro Rail and Bus and municipal bus systems.

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Yours,  
Lauren

Lauren Dellapa

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [Brad Valtman](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Wednesday, October 22, 2025 7:12:57 AM

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Board Clerk,

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Thank you,  
Brad Valtman

Brad Valtman

[REDACTED]  
[REDACTED]  
[REDACTED]



**From:** [Alan Cheam](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Wednesday, October 22, 2025 11:22:24 AM

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Board Clerk,

To the Los Angeles Metropolitan Transportation Authority Board:

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Yours,  
Alan Cheam

Alan Cheam

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [Edward Taylor](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Wednesday, October 22, 2025 7:10:38 AM

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Board Clerk,

To the Los Angeles Metropolitan Transportation Authority Board:

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Link US promises community benefits for the City of Vernon that will reduce train impacts and improve community safety while also creating passenger benefits at Union Station including a new concourse, retail and other amenities, and new expanded platforms. Do not delay this project. Please support Item 10 today and certify the Final SEIR.

Yours,

Edward Taylor

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [alex hager](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Wednesday, October 22, 2025 11:20:37 AM

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Board Clerk,

To the Los Angeles Metropolitan Transportation Authority Board:

Enough time has been wasted. Get this built already.

I write in support of Item 10 on the September Regular Board Meeting Agenda and ask that you immediately certify the Link Union Station Project Final Supplemental Environmental Impact Report so that this project is not delayed any further.

LA Union Station is a Southern California transportation hub, connecting six counties with a combined population of 20 million. Link US will make LA Union Station a world-class transit hub paving the way for High-Speed Rail while unlocking new single-seat Metrolink routes for faster trips and more service. The transformed regional rail system will connect seamlessly to Metro Rail and Bus and municipal bus systems.

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Do not delay this project. Please support Item 10 today and certify the Final SEIR.

Yours,

alex hager

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [Tyler Sinness](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Wednesday, October 22, 2025 4:40:51 AM

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Board Clerk,

To the Los Angeles Metropolitan Transportation Authority Board:

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Yours,

Tyler Sinness

Tyler Sinness

[REDACTED]  
[REDACTED]  
[REDACTED]



**From:** [Wes Reutimann](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Wednesday, October 22, 2025 3:42:00 AM

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Board Clerk,

As a long time resident of LA County and supporter of a more transit-friendly region, I write in support of Item 10 on the September Regular Board Meeting Agenda and ask that you immediately certify the Link Union Station Project Final Supplemental Environmental Impact Report so that this project is not delayed any further.

LA Union Station is a Southern California transportation hub, connecting six counties with a combined population of 20 million. Link US will make LA Union Station a world-class transit hub paving the way for High-Speed Rail while unlocking new single-seat Metrolink routes for faster trips and more service. The transformed regional rail system will connect seamlessly to Metro Rail and Bus and municipal bus systems.

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Yours,

Wes Reutimann

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [Christiana Kyrillou](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Wednesday, October 22, 2025 1:23:23 AM

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Board Clerk,

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Yours,  
Christiana Kyrillou

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [Wes Chuang](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Wednesday, October 22, 2025 1:20:46 AM

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Yours,

Wes Chuang

[Redacted signature block]

**From:** [Ren Nagata](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Wednesday, October 22, 2025 1:10:56 AM

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Yours,

Ren Nagata

[REDACTED]  
[REDACTED]  
[REDACTED]



**From:** [Amirali Shahkhalili](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Wednesday, October 22, 2025 12:45:43 AM

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Best,

Amirali

[Redacted signature block]

**From:** [Eric Loew](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Wednesday, October 22, 2025 12:39:33 AM

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Yours,  
Eric loew

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [Hunter Paolucci](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Wednesday, October 22, 2025 12:37:45 AM

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Board Clerk,

To the Los Angeles Metropolitan Transportation Authority Board:

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Yours,

Hunter Paolucci

[Redacted signature block]

**From:** [Vishwajeet Bhosale](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Wednesday, October 22, 2025 12:25:43 AM

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Board Clerk,

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Yours,

Vishwajeet Bhosale

[REDACTED]  
[REDACTED]  
[REDACTED]



**From:** [George Gabel](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Wednesday, October 22, 2025 12:04:55 AM

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Board Clerk,

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Sincerely,  
George Christian Gabel

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [Lennie Siesling](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Tuesday, October 21, 2025 11:50:11 PM

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Board Clerk,

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Yours,

Lennie Siesling

[Redacted signature block]

**From:** [Andrew Urena](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Tuesday, October 21, 2025 11:37:25 PM

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Board Clerk,

To the Los Angeles Metropolitan Transportation Authority Board:

I write in support of Item 10 on the September Regular Board Meeting Agenda and ask that you immediately certify the Link Union Station Project Final Supplemental Environmental Impact Report so that this project is not delayed any further.

LA Union Station is a Southern California transportation hub, connecting six counties with a combined population of 20 million. Link US will make LA Union Station a world-class transit hub paving the way for High-Speed Rail while unlocking new single-seat Metrolink routes for faster trips and more service. The transformed regional rail system will connect seamlessly to Metro Rail and Bus and municipal bus systems.

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Link US promises community benefits for the City of Vernon that will reduce train impacts and improve community safety while also creating passenger benefits at Union Station including a new concourse, retail and other amenities, and new expanded platforms. Do not delay this project. Please support Item 10 today and certify the Final SEIR.

Yours,

Andrew Urena

[Redacted signature block]

**From:** [Joseph Botti](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Tuesday, October 21, 2025 11:36:26 PM

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Yours,  
Joseph Botti

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]



**From:** [REDACTED]  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Tuesday, October 21, 2025 11:31:22 PM

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Yours,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [mjovanovic@gmail.com](mailto:mjovanovic@gmail.com)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Tuesday, October 21, 2025 11:29:41 PM

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Board Clerk,

To the Los Angeles Metropolitan Transportation Authority Board:

I write in support of Item 10 on the September Regular Board Meeting Agenda and ask that you immediately certify the Link Union Station Project Final Supplemental Environmental Impact Report so that this project is not delayed any further.

As a professor of urban history, I am intimately aware with what happens to cities when leaders make the wrong decision. Rail is the future of Los Angeles - it is the only system that can move a large amount of people in the space that we have. LA cannot make the leap it needs to make without rail, and our car dependency will ultimately turn the city into a death spiral.

LA Union Station is connects six counties with a combined population of 20 million. Link US is necessary to maintain parity with other world-class transit hubs, is necessary for California HSR, and makes possible single-seat Metrolink routes for faster trips and more service.

There is no sensible opposition to this project, which will reduce waiting times and enhance mobility across the system. It's a job-creator, with proven benefits to the City of Vernon as well.

Do not delay this project. Do not make the mistake of leaving Los Angeles in its 20th century, legacy car-centric form. Support Item 10 today and certify the Final SEIR.

Yours,  
Miloš Jovanović

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [Austin Estrada](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Tuesday, October 21, 2025 11:20:48 PM

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Yours,

Austin Estrada

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [Dom Versaci](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Tuesday, October 21, 2025 11:02:29 PM

---

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Yours,

Dom Versaci

[Redacted signature block]



**From:** [Vladislav Romanovskiy](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Tuesday, October 21, 2025 11:01:19 PM

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Yours,  
Vladislav Romanovskiy

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [Alberto Leon](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Tuesday, October 21, 2025 10:56:01 PM

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Yours,

Alberto Leon

[Redacted Signature]

**From:** [Tristen Miller](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Tuesday, October 21, 2025 10:46:33 PM

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Yours,

Tristen Miller

[Redacted signature block]

**From:** [Giovanni Fernandez](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Tuesday, October 21, 2025 10:46:20 PM

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Yours,  
Giovanni C. Fernandez

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [Joseph Cohen May](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Tuesday, October 21, 2025 10:46:06 PM

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Yours,

Joseph Cohen May

[REDACTED]  
[REDACTED]  
[REDACTED]



**From:** [Jonathan Chue](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Tuesday, October 21, 2025 10:41:18 PM

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Yours,

Jonathan Chue

[Redacted signature block]

**From:** [auguste miller](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Tuesday, October 21, 2025 10:40:13 PM

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Yours,

auguste miller

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [Matthew Ceja](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Tuesday, October 21, 2025 10:32:17 PM

---

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Yours,

Matthew Ceja

[Redacted signature block]

**From:** [Nick Cron-DeVico](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Tuesday, October 21, 2025 10:19:10 PM

---

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Yours,

Nick Cron-DeVico

[Redacted signature block]

**From:** [Alexander Park](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Tuesday, October 21, 2025 10:02:55 PM

---

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Yours,

Alexander Park

[Redacted Signature]



**From:** [Mike Borisov](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Tuesday, October 21, 2025 9:57:39 PM

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Yours,  
Mike Borisov

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [Anthony Yang](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Tuesday, October 21, 2025 9:36:11 PM

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Yours,

Anthony Yang

[Redacted signature block]

**From:** [REDACTED]  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Tuesday, October 21, 2025 9:32:43 PM

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Yours,

Eduardo Maroto Campos

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Tuesday, October 21, 2025 9:26:27 PM

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Yours,  
Liam Walsh

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [Darren Valenzuela](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Tuesday, October 21, 2025 9:15:01 PM

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Yours,

Darren V.

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]



**From:** [JONATHAN FLORES](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Tuesday, October 21, 2025 9:09:47 PM

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Yours,

JONATHAN FLORES

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [Jason Mooradian](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Tuesday, October 21, 2025 9:06:54 PM

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Yours,  
Jason Mooradian

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [Matthew Lashbrook](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Tuesday, October 21, 2025 9:04:35 PM

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Yours,

Matthew Lashbrook

[Redacted signature block]

**From:** [Andrew Hernon](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Tuesday, October 21, 2025 9:00:23 PM

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Yours,

Andrew Hernon

[Redacted signature block]

**From:** [Kevin Yuen](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Tuesday, October 21, 2025 8:58:30 PM

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Yours,

Kevin Yuen

[Redacted signature block]



**From:** [Andre Dionysian](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Tuesday, October 21, 2025 8:58:26 PM

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Yours,  
Andre Dionysian

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [Timothy Shen](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Tuesday, October 21, 2025 8:52:40 PM

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Yours,

Timothy Shen

[Redacted signature block]

**From:** [Philip Taylor](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Tuesday, October 21, 2025 8:37:42 PM

---

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Yours,  
Philip Taylor

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Tuesday, October 21, 2025 8:33:43 PM

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Yours,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [Colin Warn](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Tuesday, October 21, 2025 8:24:38 PM

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Yours,

Colin Warn

[Redacted signature block]



**From:** [Jacob Wasserman](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Tuesday, October 21, 2025 8:19:10 PM

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Yours,

Jacob Wasserman

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [Tahler Thacker](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Tuesday, October 21, 2025 8:08:24 PM

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Yours,

Tahler Thacker

[Redacted signature block]

**From:** [Leo Shahbazian](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Tuesday, October 21, 2025 8:03:35 PM

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Board Clerk,

To the Los Angeles Metropolitan Transportation Authority Board:

I write in support of Item 10 on the September Regular Board Meeting Agenda and ask that you immediately certify the Link Union Station Project Final Supplemental Environmental Impact Report so that this project is not delayed any further.

LA Union Station is a Southern California transportation hub, connecting six counties with a combined population of 20 million. Link US will make LA Union Station a world-class transit hub paving the way for High-Speed Rail while unlocking new single-seat Metrolink routes for faster trips and more service. The transformed regional rail system will connect seamlessly to Metro Rail and Bus and municipal bus systems.

Link US will also create shorter wait times, accommodate future demand, and enhance mobility options for walking, cycling, scootering, and other non-vehicular modes. Link US will create an estimated 4,500 temporary jobs per year over a five-year period, along with 200+ permanent jobs. This project has already created hundreds of jobs in planning, design, and demolition in preparation for construction.

Link US promises community benefits for the City of Vernon that will reduce train impacts and improve community safety while also creating passenger benefits at Union Station including a new concourse, retail and other amenities, and new expanded platforms. Do not delay this project. Please support Item 10 today and certify the Final SEIR.

Thanks a million,  
Leo Shahbazian  
Weekly rider and advocate

Leo Shahbazian

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [Dominic Bendinelli](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Tuesday, October 21, 2025 7:58:58 PM

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Yours,

Dominic Bendinelli

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [Dempsey Garcia](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Tuesday, October 21, 2025 7:52:00 PM

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Board Clerk,

To the Los Angeles Metropolitan Transportation Authority Board:

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LA Union Station is a Southern California transportation hub, connecting six counties with a combined population of 20 million. Link US will make LA Union Station a world-class transit hub paving the way for High-Speed Rail while unlocking new single-seat Metrolink routes for faster trips and more service. The transformed regional rail system will connect seamlessly to Metro Rail and Bus and municipal bus systems.

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Yours,

Dempsey Garcia

[Redacted signature block]



**From:** [Andrew Graves](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Tuesday, October 21, 2025 6:56:08 PM

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Board Clerk,

To the Los Angeles Metropolitan Transportation Authority Board:

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Yours,  
Andrew Graves

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [Michelle Orengo-McFarlane](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Tuesday, October 21, 2025 6:54:10 PM

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Board Clerk,

To the Los Angeles Metropolitan Transportation Authority Board:

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Yours,

Michelle Orengo-McFarlane

[Redacted signature block]

**From:** [alexandra@kiwa.org](mailto:alexandra@kiwa.org)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Tuesday, October 21, 2025 6:49:21 PM

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Board Clerk,

To the Los Angeles Metropolitan Transportation Authority Board:

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Yours,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [David Kietzman](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Tuesday, October 21, 2025 6:48:46 PM

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Board Clerk,

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Yours,

David Kietzman

[Redacted signature block]

**From:** [Sari Klein-Hass](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Tuesday, October 21, 2025 6:46:45 PM

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Board Clerk,

To the Los Angeles Metropolitan Transportation Authority Board:

I write in support of Item 10 on the September Regular Board Meeting Agenda and ask that you immediately certify the Link Union Station Project Final Supplemental Environmental Impact Report so that this project is not delayed any further.

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Yours,

Sari Klein-Hass

[Redacted signature block]



**From:** [Dan Silver](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Tuesday, October 21, 2025 6:45:01 PM

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Board Clerk,

To the Los Angeles Metropolitan Transportation Authority Board:

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LA Union Station is a Southern California transportation hub, connecting six counties with a combined population of 20 million. Link US will make LA Union Station a world-class transit hub paving the way for High-Speed Rail while unlocking new single-seat Metrolink routes for faster trips and more service. The transformed regional rail system will connect seamlessly to Metro Rail and Bus and municipal bus systems.

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Link US promises community benefits for the City of Vernon that will reduce train impacts and improve community safety while also creating passenger benefits at Union Station including a new concourse, retail and other amenities, and new expanded platforms. Do not delay this project. Please support Item 10 today and certify the Final SEIR.

Yours,

Dan Silver

[Redacted signature block]

**From:** [Robert Pearsall](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Tuesday, October 21, 2025 2:38:06 PM

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Board Clerk,

To the Los Angeles Metropolitan Transportation Authority Board:

On behalf of U.S. High Speed Rail's more than 50 labor organizations, builders, designers, operators, project sponsors, environmental groups, and industry leaders, I write in strong support of Item 10 on the September Regular Board Meeting Agenda and ask that you immediately certify the Link Union Station Project Final Supplemental Environmental Impact Report so that this project is not delayed any further.

LA Union Station is a Southern California transportation hub, connecting six counties with a combined population of 20 million. Link US will make LA Union Station a world-class transit hub and have multiple benefits including a one-seat ride to key destinations for High-Speed Rail, Metrolink, and Amtrak, while connecting seamlessly to Metro Rail and Bus and municipal bus systems.

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Link US promises community benefits for the City of Vernon that will reduce train impacts and improve community safety while also creating passenger benefits at Union Station including a new concourse, retail and other amenities, and new expanded platforms.

Do not delay this project. Please support Item 10 today and certify the Final SEIR.

Yours,

Robert Pearsall  
California Political Dir.  
U.S. High Speed Rail  
Washington, DC 20002

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [Eli Lipmen](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Monday, October 20, 2025 10:17:21 PM

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Board Clerk,

To the Los Angeles Metropolitan Transportation Authority Board:

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Yours,

Eli Lipmen

[Redacted signature block]

**From:** [Lucas pakele](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Wednesday, October 22, 2025 4:21:09 PM

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Board Clerk,

To the Los Angeles Metropolitan Transportation Authority Board:

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Yours,

Lucas pakele

[Redacted signature block]



**From:** [Jesse Budlong](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Wednesday, October 22, 2025 11:13:46 AM

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Board Clerk,

To the Los Angeles Metropolitan Transportation Authority Board:

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Yours,

Jesse Budlong

[Redacted signature block]

**From:** [p.brown](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Comment - Oct 23 Board Mtg Agenda - Item 10 LINK UNION STATION PROJECT FINAL SUPPLEMENTAL 2025-0805 EIR  
**Date:** Wednesday, October 22, 2025 12:09:50 AM

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Item 10 LINK UNION STATION PROJECT FINAL SUPPLEMENTAL 2025-0805 EIR  
FOR

I support the Link Union Station project and urge support for the EIR. The Link Union Station project will make operations at Union Station world class.

At the same time, I would urge the Board to ensure that that the project design and engineering incorporate the possibility of future electric train operations through LA Union Station, by Amtrak or Metrolink (even if not currently contemplated) and before the possible arrival of operations by the California High Speed Rail. Electrification is essential for long term climate mitigation. The 2040 Vision in the 2018 California State Rail Plan includes a recommendation for electrifying/deploying zero-emission vehicle technologies on as much of the rail network as possible.

In other words, the Link Union Station project design and engineering be done in a way that "future proofs" the project in anticipation of the possible future erection / installation of catenary or third rail electric infrastructure even before the arrival of high speed rail.

So that the taxpayer does not end up having to spend more money in the future on something that should have been part of the original design.

I note that Pages 54-58 of the EIR discuss local rail emissions associated with rail fleet operations before and after mitigation. The Final Rail Planning Technical Memorandum does discuss electrification but does not appear to discuss explicitly recognize the importance of incorporating into the Link Union Station project engineering that would support catenary or third rail electrification.

Paul Brown  
Pasadena

**From:** [Nicholas Tatonetti](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Keep Link Union Station Moving Forward — Certify the Final SEIR (Item 10)  
**Date:** Wednesday, October 22, 2025 5:00:32 PM

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Board Clerk,

To the Los Angeles Metropolitan Transportation Authority Board:

I urge you to support Item 10 on the September Regular Board Meeting Agenda and move immediately to certify the Link Union Station Project Final Supplemental Environmental Impact Report so this critical project can proceed without further delay.

Link US will transform Los Angeles Union Station into the true heart of Southern California's transit network — connecting six counties and 20 million people. It will enable High-Speed Rail, streamline Metrolink into faster single-seat rides, and create seamless transfers between regional rail, Metro Rail, and local bus systems.

This project means shorter waits, greater capacity, and better connections for all modes — walking, cycling, and emerging micro-mobility alike. It also represents a major investment in our regional economy, generating roughly 4,500 temporary jobs per year for five years and more than 200 permanent positions, in addition to the hundreds already created through planning and early site work.

Beyond Union Station itself, Link US brings tangible community benefits, from reducing train impacts in Vernon to improving safety, while also delivering new passenger amenities — a modern concourse, expanded platforms, and inviting retail spaces.

Please certify the Final SEIR today and keep this long-awaited project on track.

Sincerely,  
Nicholas Tatonetti

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [Brian Yanity](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) LA Metro 10/23/2025 Board Meeting, RailPAC comment FOR agenda item #10 (2025-0805) Link US Final SEIR approval  
**Date:** Wednesday, October 22, 2025 2:27:13 PM

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Dear Chair Dutra and members of the LA Metro Board of Directors,

The Rail Passenger Association of California and Nevada (RailPAC) is an all-volunteer non-profit passenger rail advocacy group, founded in 1978.

RailPAC supports certification of the Final Supplemental Environmental Impact Report (Final SEIR) for the Link Union Station (2025-0805), and urges a yes vote.

This long overdue project will bring great benefits to rail passengers all across Southern California, and beyond. RailPAC has long supported run-through tracks at LA Union Station. This project will enable not only much greater levels of service and train frequency, but also efficient run-through direct service between Metrolink destinations such as Palmdale and Irvine or San Bernardino and Ventura.

We commend LA Metro Board and staff for showing leadership on this vital project.

Thank you for your consideration.

--

Best Regards,

Brian Yanity  
Vice President-South and Board Member  
Rail Passenger Association of California (RailPAC)  
[www.railpac.org](http://www.railpac.org)  
Fullerton, CA

**From:** [Patrick Lewis](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) PLEASE Approve Item 10: Certify the Link Union Station Project Final SEIR  
**Date:** Wednesday, October 22, 2025 10:50:06 AM

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Board Clerk,

To the Los Angeles Metropolitan Transportation Authority Board:

I write in support of Item 10 on the September Regular Board Meeting Agenda and ask that you immediately certify the Link Union Station Project Final Supplemental Environmental Impact Report so that this project is not delayed any further.

LA Union Station is a Southern California transportation hub, connecting six counties with a combined population of 20 million. Link US will make LA Union Station a world-class transit hub paving the way for High-Speed Rail while unlocking new single-seat Metrolink routes for faster trips and more service. The transformed regional rail system will connect seamlessly to Metro Rail and Bus and municipal bus systems.

Link US will also create shorter wait times, accommodate future demand, and enhance mobility options for walking, cycling, scootering, and other non-vehicular modes. Link US will create an estimated 4,500 temporary jobs per year over a five-year period, along with 200+ permanent jobs. This project has already created hundreds of jobs in planning, design, and demolition in preparation for construction.

Link US promises community benefits for the City of Vernon that will reduce train impacts and improve community safety while also creating passenger benefits at Union Station including a new concourse, retail and other amenities, and new expanded platforms. Do not delay this project. Please support Item 10 today and certify the Final SEIR.

Yours,  
Patrick Lewis

Patrick Lewis

[REDACTED]  
[REDACTED]  
[REDACTED]



**From:** [Bridget Underwood](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) Public comment for October 23 Metro General Board Meeting  
**Date:** Monday, October 20, 2025 5:18:36 PM

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**CAUTION:** This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Regarding Agenda Item 10: LINK UNION STATION PROJECT FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT CERTIFICATION (2025-0805)

Position: FOR

In regards to the functionality of our rail systems, Link Union Station is one of the most critical infrastructure projects in the state. Without the run through tracks, improved platforms, and increased capacity that this project will provide, Union Station will remain a chokepoint that holds our railways back both locally and statewide. We can't afford to delay it. As a resident of LA, I urge the board to approve the final supplemental EIR so Link Union Station can move forward as swiftly as possible.

Bridget Underwood  
they/them

**From:** [Stephanie Sagheb](#)  
**To:** [Board Clerk](#)  
**Subject:** (EXTERNAL) FOR Item 10.1 (2025-0931) Malabar Yard Mitigation  
**Date:** Tuesday, October 21, 2025 2:07:30 PM

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**CAUTION:** This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

To Whom It May Concern,

I would like to submit a FOR comment for Item 10.1 (2025-0931) Malabar Yard Mitigation and Continued Collaboration Motion. As a representative of tenants and property owners who will be impacted by the Malabar Yard plan, I think it is crucial to approve this motion by Supervisor Hahn and others to explore alternative solutions. We do not feel that there has been sufficient research into alternatives currently.

Thank you,

Stephanie Sagheb





## **MINUTES**

**Thursday, October 23, 2025**

**10:00 AM**

### **Board of Directors - Regular Board Meeting**

#### **DIRECTORS PRESENT:**

**Fernando Dutra, Chair**  
**Jacquelyn Dupont-Walker, 1st Vice Chair**  
**Kathryn Barger, 2nd Vice Chair**  
**Karen Bass**  
**James Butts**  
**Lindsey Horvath**  
**Holly J. Mitchell**  
**Ara J. Najarian**  
**Imelda Padilla**  
**Tim Sandoval**  
**Hilda Solis**  
**Katy Yaroslavsky**  
**Gloria Roberts, non-voting member**

**Stephanie Wiggins, Chief Executive Officer**

**CALLED TO ORDER: 10:04 A.M.**

## ROLL CALL

1. APPROVED Consent Calendar Items: 2, 5, 6, 7, 8, 9, 11, 12, 17, 18, 19, 21, 22, 24, 27, 28, 29, 30, 31, 32, and 35.

Consent Calendar items were approved by one motion except item 11 which was withdrawn from the agenda.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	Y	Y	Y	Y	A	A	Y	A	Y	Y	Y

### Voting Deviations:

Item 17 – the following Director voted no: LH

Item 18 – the following Director was conflicted: IP

Item 21 – the following Director was conflicted: KRB

## 2. SUBJECT: MINUTES

2025-0924

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held September 25, 2025.

## 3. SUBJECT: REMARKS BY THE CHAIR

2025-0922

RECEIVED remarks by the Chair.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
P	P	P	P	P	P	A	A	P	A	P	P	P

## 4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER

2025-0923

RECEIVED report by the Chief Executive Officer.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
P	P	P	P	P	P	P	P	P	A	P	P	P

\*\*\*\*\*

KB = K. Barger	FD = F. Dutra	IP = I. Padilla	KY = K. Yaroslavsky
KRB = K.R. Bass	JH = J. Hahn	AJN = A.J. Najarian	
JB = J. Butts	LH = L. Horvath	TS = T. Sandoval	
JDW = J. Dupont Walker	HJM = H.J. Mitchell	HS = H. Solis	

LEGEND: Y = YES, N = NO, C = CONFLICT, ABS = ABSTAIN, A = ABSENT, P = PRESENT

**5. SUBJECT: MEASURE M METRO ACTIVE TRANSPORT, TRANSIT, AND FIRST/LAST MILE (MAT) PROGRAM UPDATE** **2025-0804**

APPROVED ON CONSENT CALENDAR:

- A. REPROGRAMMING of funds to later fiscal years for projects previously approved from Measure M Metro Active Transport, Transit, and First/Last Mile (MAT) Program; and
- B. DEOBLIGATING \$33,046.99 in cost savings of previously approved MAT funding and returning those funds to the MAT Program.

**6. SUBJECT: STATE ACTIVE TRANSPORTATION PROGRAM** **2025-0814**

APPROVED ON CONSENT CALENDAR:

- A. the State Active Transportation Program (ATP) Cycle 8 Grant Assistance priorities;
- B. APPROVING the Regional ATP Point Assignment Methodology; and
- C. AUTHORIZING the Chief Executive Officer or their designee to assign up to 10 points to projects to be considered for funding in the Southern California Association of Governments (SCAG) Large Metropolitan Planning Organization (MPO) Competition of the ATP.

**7. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM - GATEWAY CITIES SUBREGION** **2025-0816**

APPROVED ON CONSENT CALENDAR:

- A. programming an additional \$8,200,000 in Measure M Multi-Year Subregional Program (MSP) - I-605 Corridor "Hot Spot" Interchange Improvements Program (Expenditure Line 61); and
- B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.



**8. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM UPDATE - WESTSIDE CITIES SUBREGION** **2025-0817**

APPROVED ON CONSENT CALENDAR:

- A. programming an additional \$5,073,753 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Active Transportation 1st/Last Mile Connections Program (Expenditure Line 51); and
- B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements for approved projects.

**9. SUBJECT: EASTSIDE TRANSIT CORRIDOR PHASE 2 PROJECT** **2025-0820**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to execute Modification No. 26 to Contract No. PS4320-2003 with CDM Smith/AECOM Technical Services, Inc., a Joint Venture (JV), to continue environmental studies and outreach support services for the Initial Operating Segment (IOS) for the Eastside Transit Corridor Phase 2 Project, in the amount of \$1,499,399 increasing the total contract value from \$32,333,784 to \$33,833,183, and extending the period of performance from December 31, 2025, through June 30, 2026.

**10. SUBJECT: LINK UNION STATION PROJECT FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT CERTIFICATION** **2025-0805**

APPROVED:

- A. CERTIFYING the Final Supplemental Environmental Impact Report (Final SEIR) for the Link Union Station [Project <https://www.linkunionstation.com/>](https://www.linkunionstation.com/) (Link US);
- 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; and
- 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.
  - 2. Revised Mitigation Monitoring and Reporting Plan.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	A	Y	Y	A	A	A	Y	A	Y	Y	Y

**10.1. SUBJECT: MALABAR YARD MITIGATIONS AND CONTINUED  
COLLABORATION MOTION**

**2025-0931**

APPROVED AS AMENDED Motion by Hahn, Dutra, and Solis that the Board direct the Chief Executive Officer to:

- A. Collaborate with BNSF to explore any other alternative solutions for rail storage that may have fewer impacts, while still meeting their operational needs;
- B. Convene meetings with BNSF and the City of Vernon to secure written commitments, where possible, that include:
  - 1. Limiting future rail operations to non-peak or nighttime hours;
  - 2. Ensuring any increased train activity stays below a mutually agreed-upon threshold;
  - 3. Capping train lengths at levels acceptable to both the City of Vernon and BNSF;
- C. Coordinate with BNSF and California High-Speed Rail Authority (CHSRA), as the NEPA lead agency, to consider reaching an agreement to implement and operate this mitigation measure in the City of Vernon after the elimination of tracks at the West Bank Yard;
- D. Continue collaboration with the City of Vernon and the Vernon Chamber of Commerce to incorporate design strategies and mitigations that reduce disruptions to local businesses and their operations;
- E. Coordinate with the City of Vernon's traffic engineering and public safety departments to:
  - 1. Develop and implement traffic management plans that prevent congestion and circulation issues caused by rail activity;
  - 2. Ensure emergency service routes remain fully accessible and are not adversely affected post-implementation;
- F. Coordinate with schools, churches and other sensitive receptors to minimize potential impacts of new train patterns on those uses;
- G. Explore any opportunities to incorporate eligible businesses into Metro's Business Interruption Fund, during construction of the project (BIF); and

(continued on next page)

(Item 10.1. – continued from previous page)

- H. Maintain close coordination with BNSF and the City of Vernon to ensure full transparency throughout all phases of project planning, design, and implementation.

**SOLIS AMENDMENT:** That the Board of Directors direct the CEO to draft a letter to be signed by Metro Board members and sent to BNSF, copying Los Angeles County's state and federal representatives, urging BNSF to engage in collaborative discussions and a formal agreement with the City of Vernon and cooperate with mediation requests.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	A	Y	Y	A	A	A	Y	A	Y	Y	Y

**11. SUBJECT: 2026 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM** **2025-0815**

**WITHDRAWN:**

~~APPROVE the programming request of up to \$218,369,000 in Regional Transportation Improvement Program funds, including a target share for a LA County request of \$134,483,000 and additional maximum target share request of \$83,886,000 as an interest free advance from LA County's estimated future STIP shares.~~

**12. SUBJECT: CALIFORNIA SB1 STATE OF GOOD REPAIR PROGRAM** **2025-0792**

APPROVED ON CONSENT CALENDAR the Resolution that:

- A. AUTHORIZES the Chief Executive Officer (CEO) or designee to claim \$52,339,689 in fiscal year (FY) 2025-26 State of Good Repair Program (SGR) grant funds as the Regional Entity for Los Angeles County for this program;
- B. APPROVES the regional SGR Project List for FY2025-26; and
- C. CERTIFIES that Metro will comply with all conditions and requirements set forth in the SB1 SGR Certification and Assurances document and applicable statutes, regulations and guidelines.



**17. SUBJECT: I-105 EXPRESSLANES LIFE-OF-PROJECT BUDGET AND CONSTRUCTION MANAGER/GENERAL CONTRACTOR SEGMENT 2 AND 3 CONSTRUCTION CONTRACT (PHASE 2 SUPPLEMENT) 2025-0803**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. AMEND the I-105 ExpressLanes Project 475004 Life-of-Project (LOP) Budget by establishing funding for the Segment 2 and 3 (Phase 2 Supplement) construction, from Central Avenue to Studebaker Road on the I-105 Freeway. This action increases the existing Life-of-Project Budget of \$757,540,216 by \$707,926,765 for a total Life-of-Project Budget of \$1,465,466,981; and
- B. NEGOTIATE AND EXECUTE project-related agreements, including contract and task order modifications, up to the authorized LOP.

**18. SUBJECT: LINK UNION STATION PROJECT CONSTRUCTION MANAGEMENT SUPPORT SERVICES (CMSS) 2025-0808**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a cost reimbursable fixed fee Contract No. AE127279MC084 to T.Y. Lin International, Inc. to provide Construction Management Support Services (CMSS) for the Link Union Station Project (Link US) for the not-to-exceed (NTE) amount of \$13,796,413 for the two (2) year base term, and \$49,634,124 for the four, one-year option terms, for a total combined not-to-exceed amount of \$63,430,537, subject to the resolution of all properly submitted protest(s), if any.

**19. SUBJECT: PURPLE (D LINE) EXTENSION PROJECT SECTION 1 2025-0864**

AMENDED ON CONSENT CALENDAR the Life-of-Project (LOP) budget for the Purple (D Line) Extension Project Section 1 (Project) by \$154,000,000 from \$3,353,879,593 to \$3,507,879,593 using the fund sources consistent with the provisions of the Board-adopted Measure R and Measure M Unified Cost Management Policy.

**21. SUBJECT: AUDIT SERVICES BENCH 2025-0787**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification No. 1 to Audit Services Bench Contract Nos. PS86611000 through PS86611007 to exercise the first one-year option in an amount Not-To-Exceed \$2,476,605, increasing the cumulative contract value from \$7,142,240 to \$9,618,845 and extending the period of performance from January 1, 2026 to December 31, 2026.

**22. SUBJECT: 2025 ENERGY MASTER PLAN 2025-0801**

ADOPTED ON CONSENT CALENDAR the Energy Master Plan recommendations.

**24. SUBJECT: LOCAL SMALL BUSINESS ENTERPRISE (LSBE)  
PREFERENCE PILOT PROGRAM UPDATE**

**2025-0791**

APPROVED ON CONSENT CALENDAR:

- A. RECEIVING AND FILING the Local Small Business Enterprise (LSBE) Preference Program Pilot Final Report; and
- B. APPROVING the Local Small Business Enterprise (LSBE) Preference Program.

**26.1. SUBJECT: PROTECTING OUR SMALL BUSINESSES MOTION**

**2025-0932**

APPROVED Motion by Bass, Dupont-Walker, Solis, Padilla, Dutra, and Mitchell that the Board:

- A. Formally reaffirm its commitment to sustaining and expanding opportunities for Disadvantaged Business Enterprises (DBEs), Small Business Enterprises (SBEs), and other historically underrepresented firms, and to ensure Metro continues to advance economic equity;

WE FURTHER MOVE that the Board direct the Chief Executive Officer to:

- B. Develop and implement a DBE Re/certification Support Strategy that assists firms through the new federal re/certification process by:
  - 1. Providing technical assistance, training, and support;
  - 2. Coordinating with peer agencies to ensure timely communication and consistent application of new standards; and
  - 3. Maintaining ongoing outreach and capacity-building events to prevent disruption in contracting opportunities.
- C. Identify opportunities to expand Metro's Small Business Enterprise (SBE), Local Small Businesses Enterprise (LSBE), Disabled Veteran Business Enterprise (DVBE), Medium-Size Business Enterprise (MSZ), and other race- and sex-neutral programs to continue fostering inclusive participation;
- D. Engage in advocacy work with APTA, Caltrans, and other relevant entities to promote a federal framework that preserves access and opportunity for businesses that demonstrate the ongoing effects of discrimination in the local marketplace.

(continued on next page)



(Item 26.1. – continued from previous page)

- E. Report back to the Board in 60 days on the status of implementation efforts, including key actions taken, challenges encountered, and recommendations for further Board action to support continued progress.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	Y	Y	Y	Y	Y	Y	Y	A	Y	Y	Y

**27. SUBJECT: APPOINTMENT TO METRO SOUTH BAY CITIES SERVICE COUNCIL 2025-0826**

APPROVED ON CONSENT CALENDAR nominee for membership on Metro's South Bay Cities Service Council.

**28. SUBJECT: P3010 LIGHT RAIL VEHICLE MASTER CONTROLLER OVERHAUL 2025-0827**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a 60-month firm fixed price contract, Contract No. OP127799000, to W. Baker Management dba UKM Transit Products (UKM) for the P3010 Light Rail Vehicle (LRV) Master Controller Overhaul, in the Not-To-Exceed (NTE) amount of \$1,912,500.00, subject to the resolution of any properly submitted protest(s), if any.

**29. SUBJECT: P2000 AND P3010 LIGHT RAIL VEHICLE PANTOGRAPH OVERHAUL 2025-0828**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a sixty (60) month, firm fixed price contract, Contract No. OP128650000, to Wabtec Passenger Transit for the P2000 and P3010 Light Rail Vehicle (LRV) Pantograph Overhaul, in the total Not-To-Exceed (NTE) amount of \$6,732,338.00, subject to the resolution of any properly submitted protest(s), if any.

**30. SUBJECT: ACCESS CONTROL INSTALLATION, MAINTENANCE, AND REPAIR SERVICES 2025-0829**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a firm fixed unit rate Contract No. OP496680008370 to MCM Integrated Systems, Inc. (MCM) to provide comprehensive access control installation, maintenance, and repair services to mitigate intrusion and enhance security throughout Metro facilities for a Not-To-Exceed (NTE) amount of \$7,140,685 for the five-year base period and \$1,877,358 for the two-year option, for a combined NTE amount of \$9,018,043, effective January 1, 2026, subject to the resolution of any properly submitted protest(s), if any.

**31. SUBJECT: COMMERCIAL AND INDUSTRIAL DOOR REPAIR AND PREVENTIVE MAINTENANCE SERVICES 2025-0830**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification No. 6 to Contract No. OP754160008370 with Steelman Build & Construction Inc. to provide commercial and industrial door repair and preventive maintenance services and exercise option year two in the Not-To-Exceed (NTE) amount of \$560,912, increasing the total contract NTE amount from \$2,293,648 to \$2,854,560, and extending the period of performance from January 3, 2026, to January 2, 2027.

**32. SUBJECT: TRANSIT OPERATIONS SUPERVISORS UNIFORM SERVICES 2025-0831**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a five-year firm fixed unit rate Contract No. OP52832000 to Becnel Uniforms, Inc. to provide uniforms for Bus and Rail Transit Operations Supervisors (R/TOS) in the Not-To-Exceed (NTE) amount of \$1,713,163.00 effective January 1, 2026; subject to the resolution of any properly submitted protest(s), if any.

**35. SUBJECT: JOB ORDER CONTRACTING CONSTRUCTION SERVICES BENCH 2025-0840**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award 25 Bench Contracts Nos. PS133177001 through PS133177025, under the Job Order Contracting Construction Services Bench, to provide construction services on a job order basis for various transit infrastructure projects for a one-year base period in the Not-To-Exceed (NTE) amount of \$125,000,000, and two one-year options in the NTE amount of \$125,000,000 for each year, for a total cumulative NTE amount of \$375,000,000, subject to the resolution of any properly submitted protest(s), if any.

Discipline 1 - General Building

- 1.1 Mackone Development Inc.
- 1.2 So Cal Construction Inc.
- 1.3 Elegant Construction Inc.
- 1.4 SJD&B
- 1.5 Prime ENC Inc.
- 1.6 Coleman Construction Inc.
- 1.7 Axiom Group
- 1.8 Lucas Builders Inc.
- 1.9 Craft Construction & Development Inc.
- 1.10 Interior Plus Inc.

(continued on next page)

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Discipline 2 - Fencing

- 2.1 Elegant Construction Inc.
- 2.2 Izurieta Fence Company

Discipline 3 - Electrical

- 3.1 Electrocomm Inc.
- 3.2 Energy Management Pros Inc.
- 3.3 Technion Contractors
- 3.4 Axiom Group
- 3.5 A-1 Electrical Service & Co Inc.

Discipline 4 - HVAC

- 4.1 Home Runners Heating & Air
- 4.2 Pan-Pacific Mechanical
- 4.3 Athena Engineering
- 4.4 Prime ENC Inc.

Discipline 5 - Plumbing

- 5.1 Pan-Pacific Mechanical
- 5.2 Elegant Construction Inc.
- 5.3 Axiom Group
- 5.4 Prime ENC Inc.

**40. SUBJECT: PUBLIC HEARING ON RESOLUTION OF NECESSITY FOR 2025-0839  
WESTSIDE PURPLE LINE EXTENSION SECTION 2  
PROJECT**

ADOPTED BY TWO-THIRDS VOTE OF THE BOARD the Resolution of Necessity authorizing the commencement of an eminent domain action to acquire an 18-month Temporary Construction Easement ("TCE") from the property known as 9397 Wilshire Blvd., Beverly Hills, CA 90210 APN: 4343-005-004.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	A	Y	Y	Y	Y	A	Y	Y	A	Y	Y	Y



**41. SUBJECT: CLOSED SESSION****2025-0933****A. Conference with Legal Counsel - Existing Litigation - G.C. 54956.9(d)(1)**

1. Lucia Petrona Aju v. LACMTA., Case No. 22STCV24058

APPROVED settlement in the amount of \$350,000.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	A	Y	Y	A	A	A	Y	A	Y	A	Y

2. Clara Chun v. LACMTA, LASC Case No. 20STCV28211

APPROVED settlement in the amount of \$400,000.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	A	Y	Y	A	A	A	Y	A	Y	A	Y

3. Anna Peckham v. LACMTA, LASC Case No. 24LBCV01587

APPROVED settlement in the amount of \$850,000.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	A	Y	Y	A	A	A	Y	A	Y	A	Y

4. Blanca Magaly Vasquez v. LACMTA, LASC Case No. 22STCV08658

APPROVED settlement in the amount of \$1,250,000.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	A	Y	Y	A	A	A	Y	A	Y	A	Y

**B. Conference with Real Estate Negotiator - Government Code 54956.8**

Property: Pretzel Factory, Inc. (DBA Wetzel's Pretzels),

1248 Elm Avenue, Glendale, CA 91201

Agency Negotiator: Steve Jaffe, DEO Real Estate

Negotiating Party: Tenant, Varuzh Abgaryan

Under Negotiations: Price and Terms

No report.

**C. Conference with Legal Counsel - Anticipated Litigation - G.C. 54956.9(d)(4)**

Initiation of Litigation (One case)

No report.

(continued on next page)

(Item 41 – continued from previous page)

**D. Conference with Labor Negotiator - Government Code 54957.6**

Agency designated representatives: Cristian Leiva, Dawn Jackson-Perkins

Employee organizations: AFSCME, SMART, TCU

No report.

**E. Public Employee Performance Evaluation - Government Code Section 54957(b)(1)**

Title: Chief Executive Officer, Board Clerk, General Counsel, Inspector General, Chief Ethics Officer

No report.

**ADJOURNED AT 1:22 P.M.**

Prepared by: Jennifer Avelar  
Sr. Administrative Analyst, Board Administration



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Collette Langston, Board Clerk