



CALIFORNIA
High-Speed Rail Authority

Los Angeles to Anaheim Community Meeting

Wednesday, September 3, 2025

Interpretation Available

- If you wish to hear the meeting in English, please click the “Interpretation” button at the bottom right of your Zoom screen

If you are joining via the Zoom smartphone app:

- Select your language by clicking "More" or the three dots in the bottom right corner of your screen.
- Select "Language Interpretation", then choose "English" and click "Done".
- If you wish to hear only the interpreters and not the original speakers, be sure to click “Mute Original Audio”.

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- Si desea escuchar la interpretación en español por favor haga clic en el botón de "Interpretación" en la parte inferior derecha de su pantalla de Zoom

Si se está uniendo a través de la aplicación de Zoom en su teléfono:

- Seleccione su idioma haciendo clic en "More" (Más) o en los tres puntos en la esquina inferior derecha de su pantalla.
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통역 가능

- 스페인어, 한국어 또는 타갈로그어 통역을 듣고 싶다면 Zoom 화면 오른쪽 하단의 "통역" 버튼을 클릭해주세요.

만약 Zoom 스마트폰 앱을 통해 참여하는 경우:

- 화면 우측 하단의 "더보기" 또는 세 점을 클릭하여 언어를 선택하세요.
- 언어 통역을 선택한 다음 한국어를 선택하고 '완료'를 클릭하세요.
- ”통역사의 목소리만 듣고 원본 스피커의 소리는 듣지 않으려면 "원본 오디오 음소거"를 클릭하세요.

Question & Answer Instructions



Submit your question or comment through the Q&A function and your question/comment will be addressed by the facilitator.



If you would like to provide a verbal question or comment, raise your hand and you will be addressed by the facilitator. The team will be prompted to unmute you.

Purpose

- Provide an update on the Los Angeles to Anaheim Project Section including the selection of the Preferred Alternative
- Highlight upcoming milestones, including the anticipated release of the Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) in fall 2025

Southern California Update: Los Angeles to Anaheim

- Statewide Program Update
- Los Angeles to Anaheim Project Section Overview
- Preferred Alternative
- Shared Passenger Track Alternatives
 - » Light Maintenance Facility (LMF)
 - » Layover Tracks
 - » BNSF Storage Track Relocation
 - » HSR Stations
 - » Metrolink Station Relocation
 - » Metrolink Station Modifications
 - » Optional HSR Intermediate Stations
 - » Grade Crossing Approach
- Next Steps
- Question and Answer Segment

Connecting California

Program Highlights

- **Phase 1**

- » 494 Miles
- » San Francisco to Los Angeles/Anaheim
- » Trip time: less than 3 hours

- **Phase 2**

- » After Phase 1- Extends 300 miles
- » Connections to Sacramento and San Diego

Electrified service at speeds up to 220 mph
Up to 24 stations



Where We Are Today

Today:

- Under construction on 119 Miles extending to 171 by advancing design on 52 miles north into Merced and south into Bakersfield
- Environmentally Clearing Full 494 Miles Between San Francisco and Los Angeles Basin
 - » 463 Miles Environmentally Cleared To-Date
 - » Anticipating all 494 Miles Environmentally Cleared by 2026
- Advancing statewide Bookend Projects
- Station Design for four Central Valley Stations
 - » Merced, Fresno, Kings/Tulare and Bakersfield



California High-Speed Rail

Reaffirming Goals

The Authority is laser focused on constructing a commercially viable high-speed rail system as soon as possible with the available financial resources, while making meaningful progress to completing full service between downtown San Francisco and downtown Los Angeles/Anaheim area.



CONSTRUCTION

Advancing construction in the Central Valley and connect California's major population centers, north to the electrified Caltrain system via Gilroy and south to Palmdale.



OPPORTUNITY

With sufficient state support, the Authority can connect Northern and Southern California by 2038 – 2039 and achieve commercial success at the earliest opportunity.



CONNECTION

Connect California's cities and regions to create new opportunities for economic development, housing and job creation.



SUSTAINABILITY

Provide a cleaner, more efficient alternative to cars and planes, allowing the state to reduce its carbon footprint and improve public health.



LEGACY BUILDING

Help California build a transportation legacy that will benefit generations to come.

California High-Speed Rail Funding Sources

State Funding = \$22.5 Billion (77%)

**2008
PROP 1A**

\$9.95 billion
Bond Measure

**2014 – 2030
CAP & TRADE**

\$750 million to \$1.25 billion
Average Annual Proceeds

Federal Funding = \$6.9 Billion (23%)

**2009
ARRA**

\$2.6 billion
Federal Grant

**2010
FY10**

\$929 million
Federal Funding

**2021-2022
RAISE**

\$49 million
Federal Grants

**2023
IIJA**

\$3.3 billion
Federal Grants



High-Speed Rail in Southern California



**Bakersfield to
Palmdale**
80 miles

**Palmdale to
Burbank**
38 miles

**Burbank to
Los Angeles**
14 miles

**Los Angeles to
Anaheim**
30 miles

162 miles

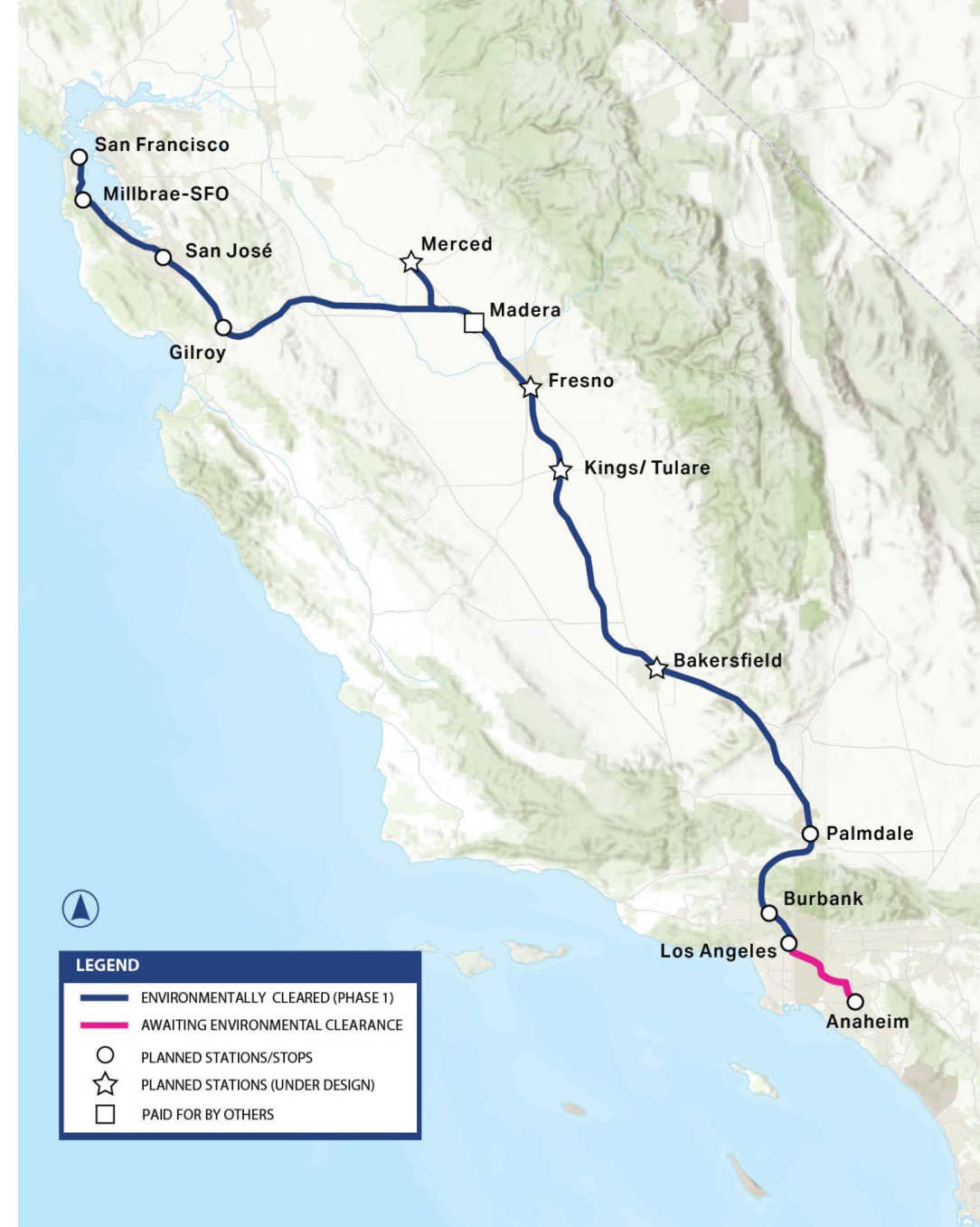


Los Angeles to Anaheim Project Section Overview



Los Angeles to Anaheim Project Section

- Approximately 30-miles long
- Connects Los Angeles Union Station (LAUS) to the Anaheim Regional Transportation Intermodal Center (ARTIC)
- Considering three alternatives in the Draft Environmental Impact Report/Environmental Impact Statement:
 - » No Build Alternative
 - » Preferred Alternative, the Shared Passenger Track Alternative A with LMF at 26th St
 - » Shared Passenger Track Alternative B with LMF at 15th St



Shared Passenger Track Alternatives

Draft EIR/EIS will consider two build alternatives:

Preferred Alternative

Shared Passenger Track
Alternative A

- HSR Stations at LA Union Station and ARTIC (only)
- SoCal LMF at **26th Street** (Vernon)
- Layover Tracks
- Relocated Metrolink stations at Commerce/Montebello and Buena Park
- Grade Crossing Modifications

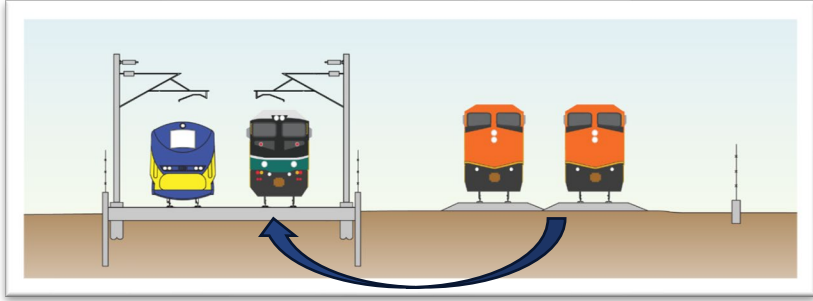
Shared Passenger Track
Alternative B

- Similar to Alternative A, except:
 - » SoCal LMF at **15th Street** (Los Angeles)



Shared Passenger Track Alternatives

Overview



Blended System

Shared with passenger and freight rail currently operating along the existing Los Angeles to Anaheim rail corridor owned by BNSF and used by Metrolink, Amtrak and LOSSAN

- Key Features of Shared Passenger Track Alternatives:
 - » Construct one additional mainline track within portion of Corridor
 - » Electrify two of four mainline tracks for passenger operations
 - » Track improvements throughout corridor, especially at the Commerce, Norwalk/SFS, Buena Park and Fullerton Metrolink Stations
- BNSF could utilize up to four mainline tracks within its right-of-way
 - » Tracks would be shared with passenger rail service
- HSR would operate two trains per hour, per direction

Improving Corridor Efficiency

Removing Freight and Passenger Rail Conflicts



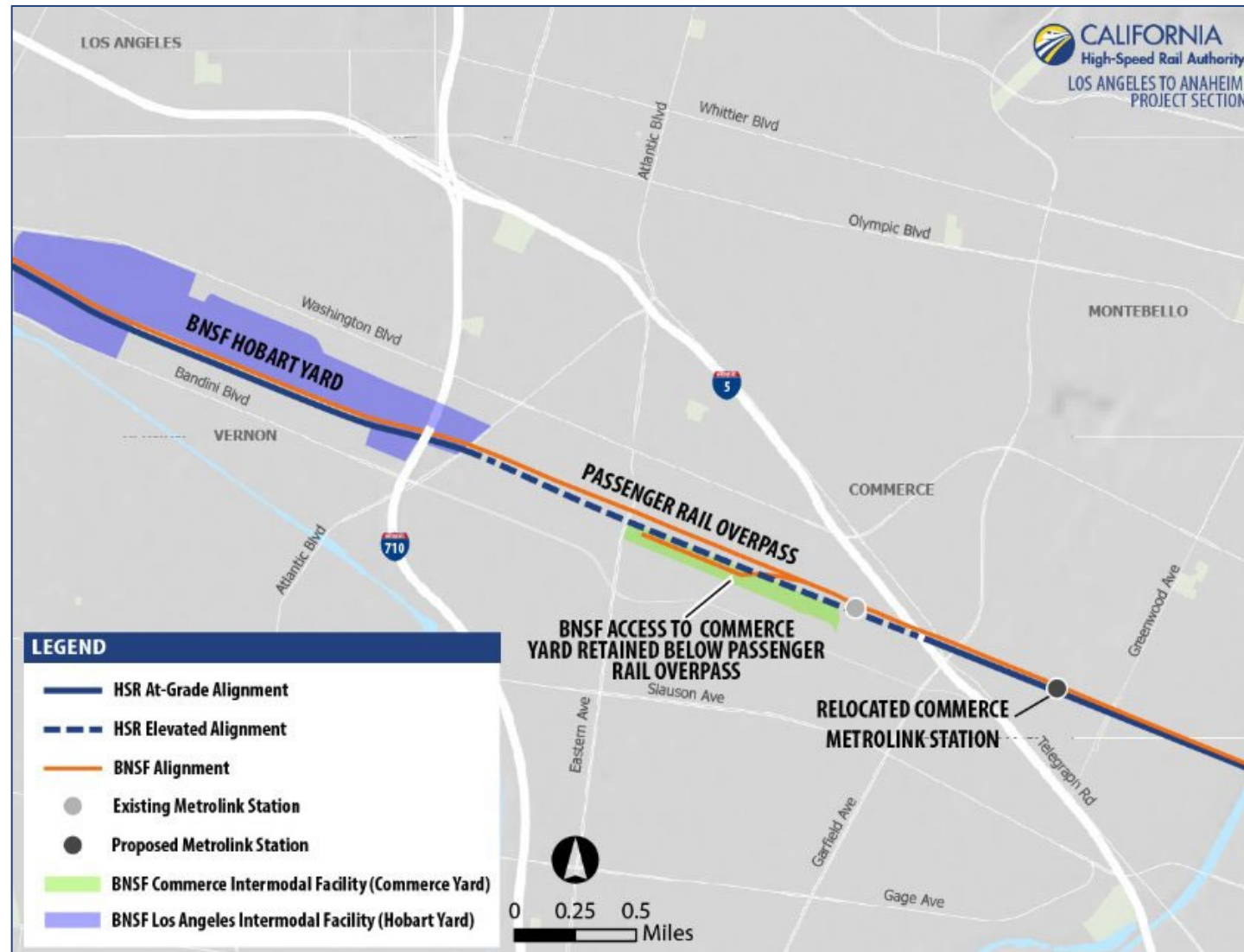
Improving Corridor Efficiency

Removing Freight and Passenger Rail Conflicts



Improving Corridor Efficiency

Removing Freight and Passenger Rail Conflicts



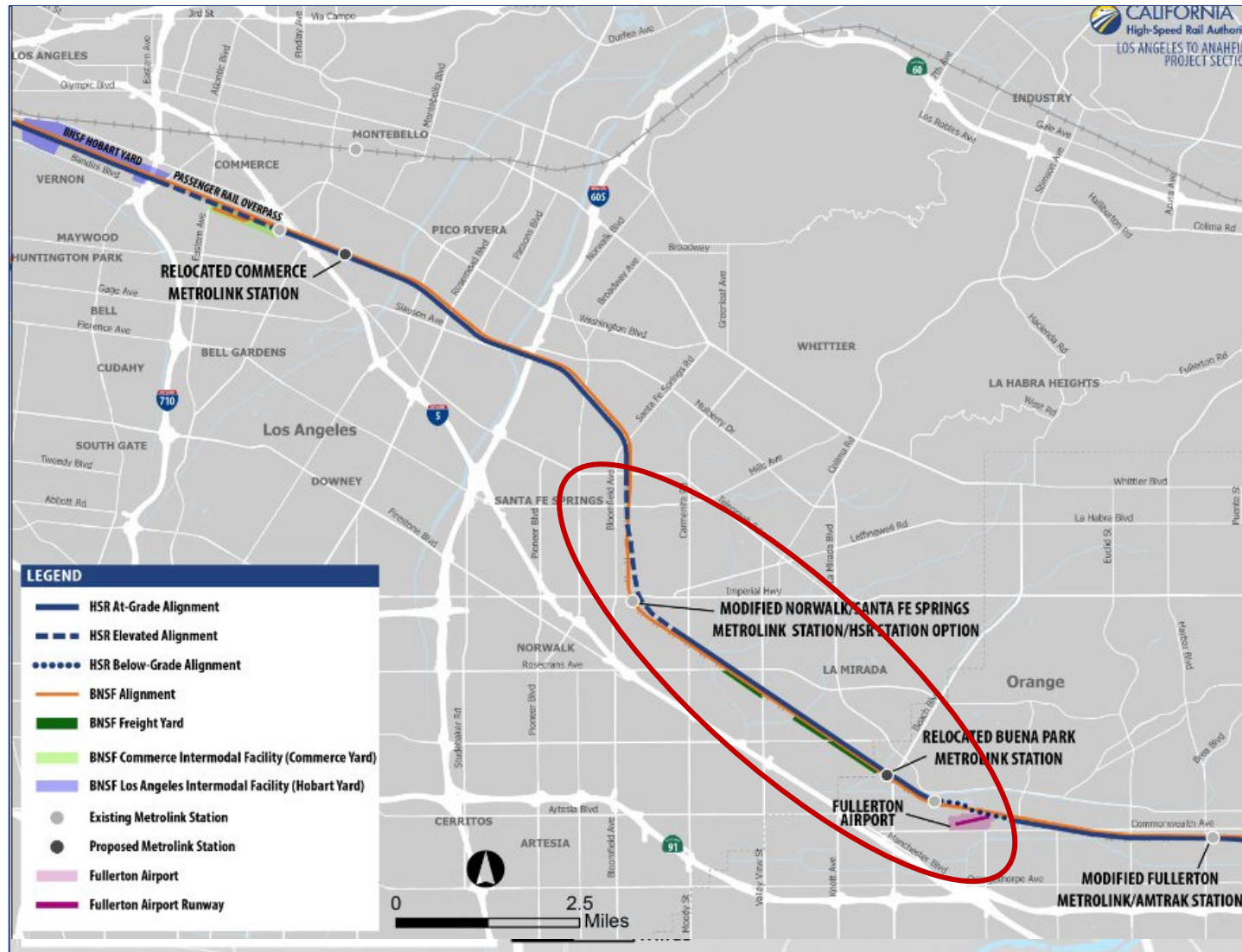
Improving Corridor Efficiency

Removing Freight and Passenger Rail Conflicts



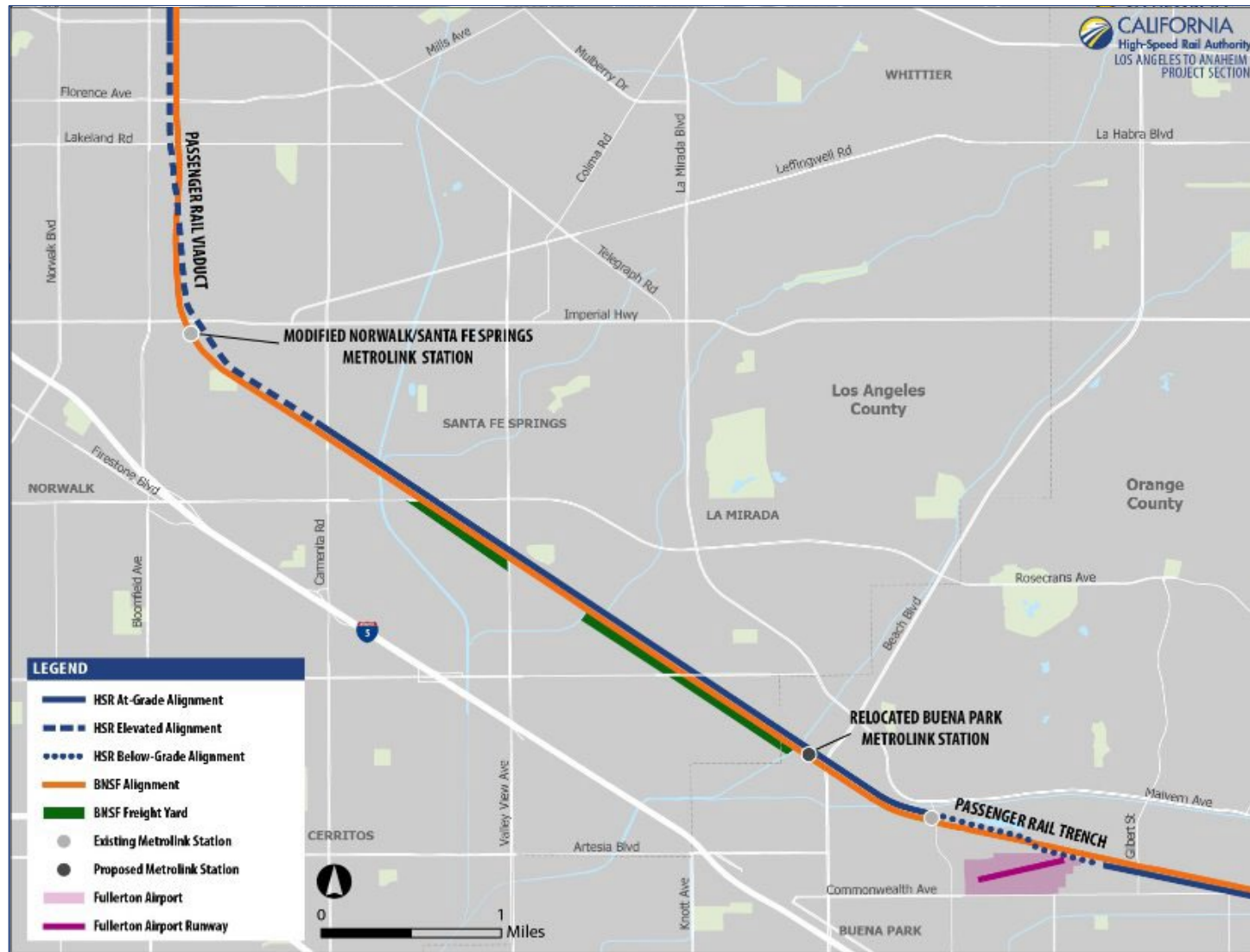
Improving Corridor Efficiency

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Improving Corridor Efficiency

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Improving Corridor Efficiency

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Improving Corridor Efficiency

Removing Freight and Passenger Rail Conflicts



Improving Corridor Efficiency

Removing Freight and Passenger Rail Conflicts



Light Maintenance Facilities



SoCal Light Maintenance Facilities (LMF)

- Facility where trains are inspected, cleaned, serviced, and stored
- Provides localized, regular maintenance and operations of trains near terminal stations
- Includes a service point for any trains in need of emergency repair
- Supplies trains and crews to the project section for the start of passenger service



SoCal Light Maintenance Facility (LMF)

26th Street Option (Vernon)

Characteristics

- Located between I-710 and S Downey Rd
- Capacity for 24 trainsets, 6 shop tracks
- 40+ Acres

Benefits

- More flexible site layout for operations – double ended yard
- Fewer constraints in area – mainly warehouses
- Fewer impacts to Amtrak operations
- Utilizes properties already slated for acquisition

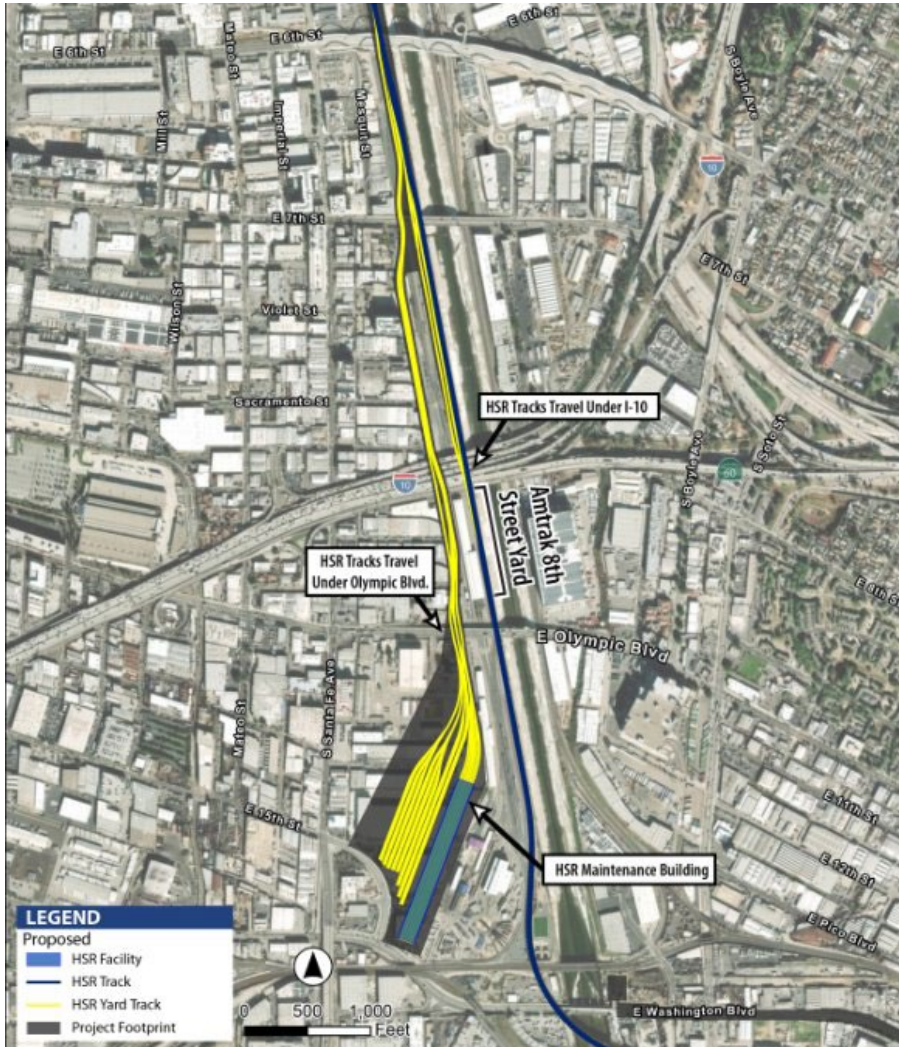
Concerns

- Further from LAUS – longer deadhead moves
- Potentially more operational interaction with BNSF freight trains



SoCal Light Maintenance Facility (LMF)

15th Street Option (Los Angeles)



Characteristics

- Located between I-10 and E Washington Blvd
- Capacity for 20 trainsets, 6 shop tracks
- 50+ Acres

Benefits

- Closer to LA Union Station

Concerns

- Potential Impacts to historic Los Angeles River bridges
- Potential Impacts to operations of Amtrak 8th St yard
- Less flexible site layout for operations – single ended yard

Layover Tracks



Layover Tracks

- Layover tracks are used to store and restock trains during the day in between service runs
- Layover tracks are required near Los Angeles Union Station and ARTIC to support where high-speed trains would be ending their runs

Two layover locations are proposed along the LA-A Project Section:

- West Bank Layover Tracks
- Anaheim Layover Tracks



BNSF Storage Track Relocation



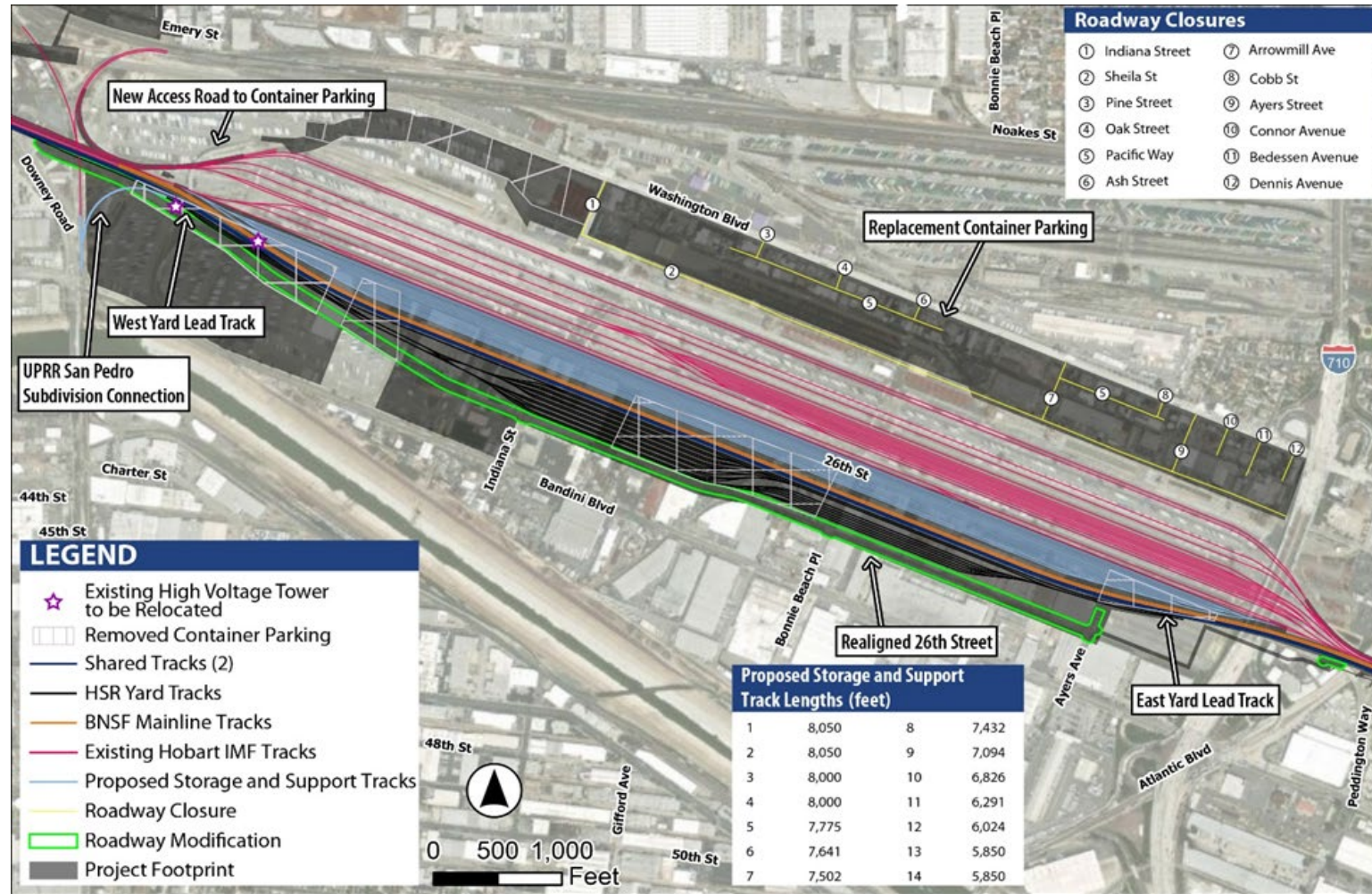
Track Removal

- Construction of the 4th mainline track requires removal of 90,940 feet of BNSF storage tracks
- Ensures HSR construction proceeds without reducing freight capacity
- Applies to Shared Passenger Track Alternative A and Shared Passenger Track Alternative B
- Hobart Intermodal Facility (IMF) area selected because it is the destination for most BNSF trains in the corridor



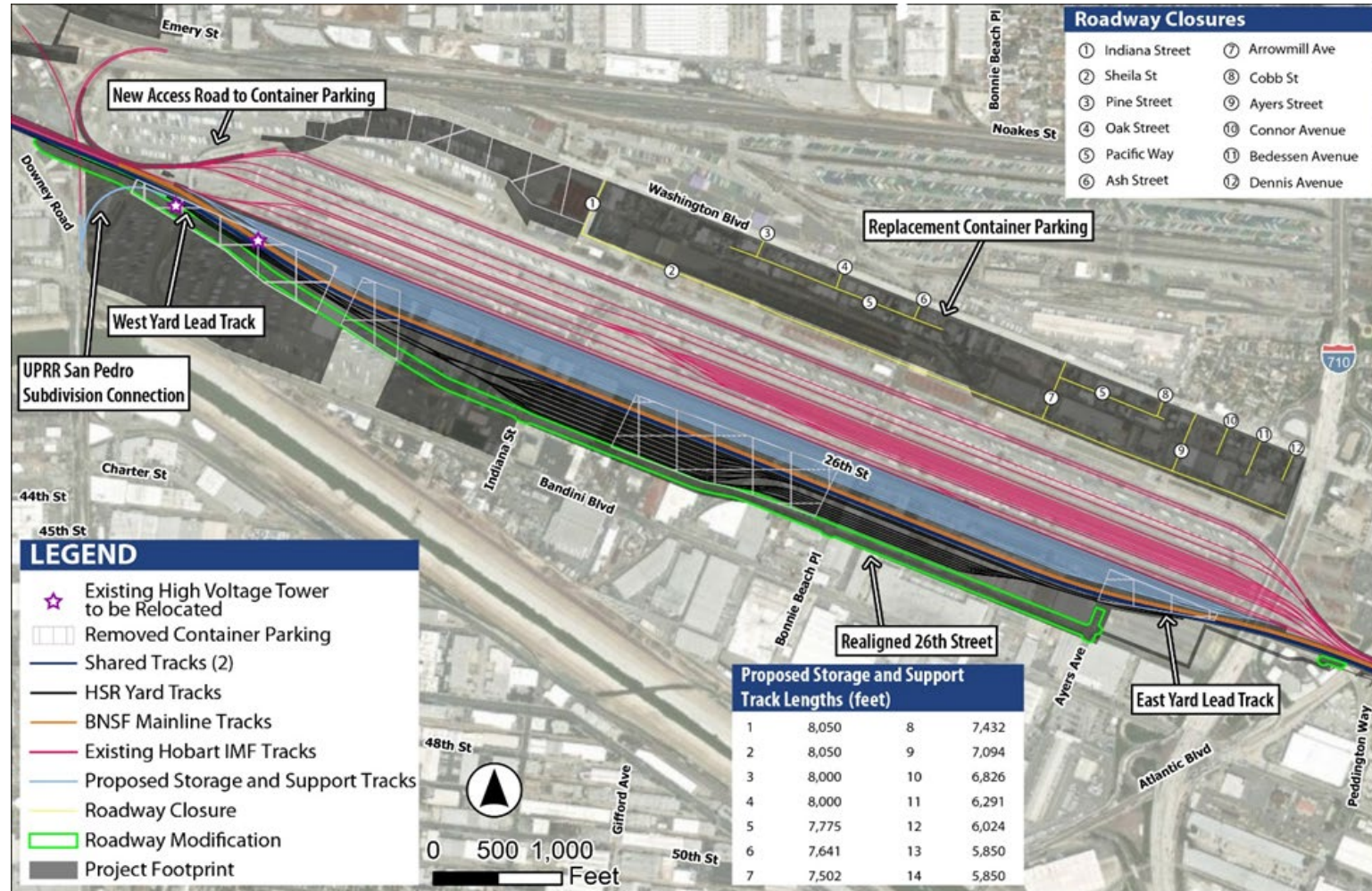
Track Replacement

- Total of 101,094 feet of replacement tracks would be constructed adjacent to existing Hobart IMF
- Includes run-around tracks to maintain operational flexibility
- Replacement at an approximate one-to-one ratio for track capacity
- No new track used for loading or unloading intermodal containers



Container Parking Relocation

- Parking relocated from south side to north side of Hobart IMF
- Total of 49.14 acres converted for container parking and access roads
- Displaced storage and support tracks and container parking storage would be replaced at an approximate one-to-one ratio
- Maintains freight operations capacity during and after construction



HSR Stations



Link Union Station Project – aka LinkUS

LA Metro-Led Project – CEQA/NEPA review underway

Features:

- Up to 9 new run-through tracks south of station, over US-101, to connect to existing rail corridor on west bank of LA River
- Station modifications such as expanded pedestrian passageway
- New lead tracks north of station

HSR Project Elements:

- HSR track platform modifications
- Installation of overhead contact system



Conceptual view of LinkUS structure subject to final design and approval

ARTIC Station Configuration

ARTIC Terminal Station

- Two stub-ended HSR tracks
- 1410' Center Platform
- New HSR station building at south end of pedestrian bridge
- Reconfigured pick-up/drop-off area
- New parking structure accommodates 1,976 parking spaces (1,350 new HSR spaces, replacement spaces for 405 Metrolink and 221 Metrolink Employee spaces)



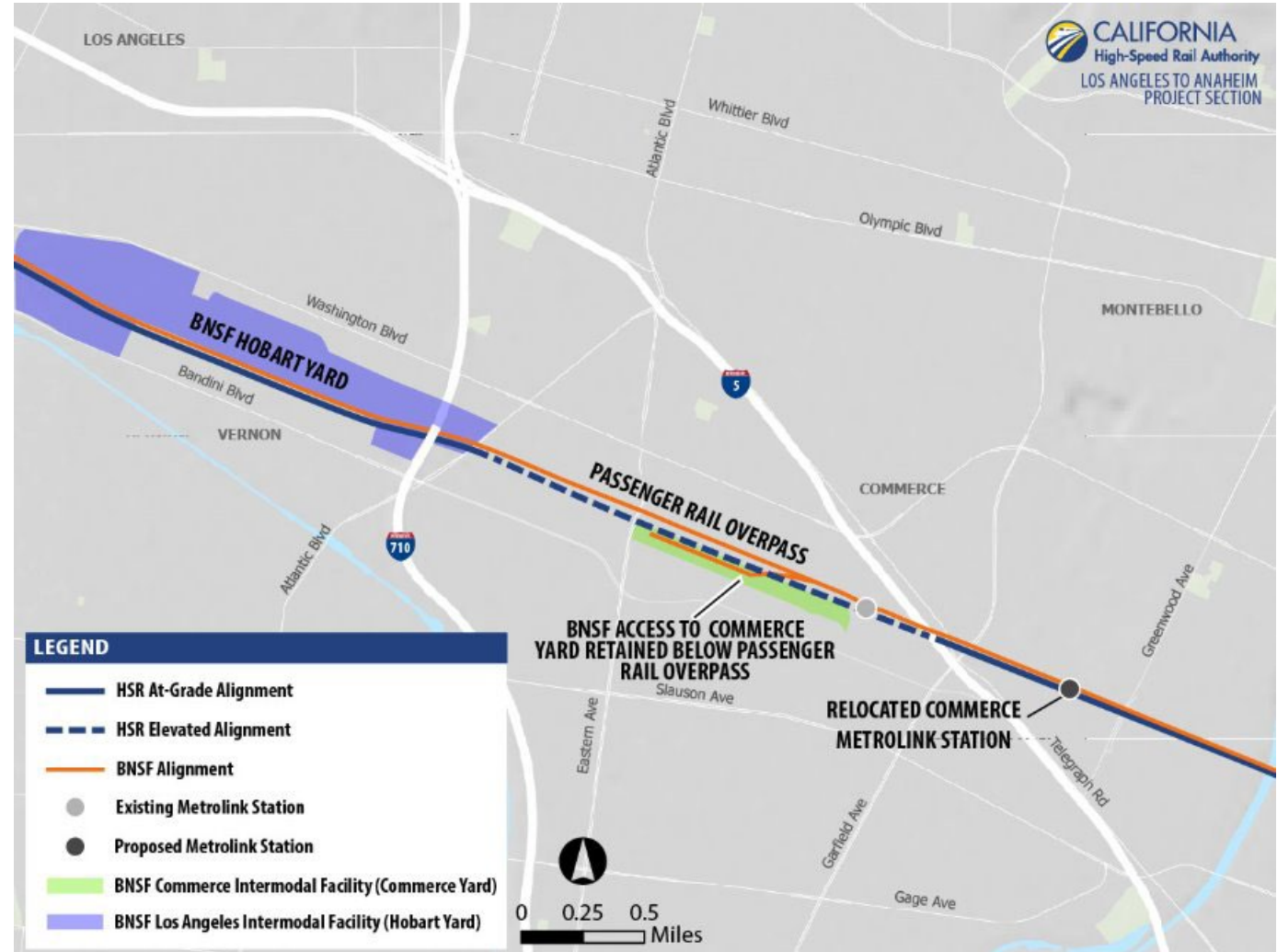
Metrolink Station Relocation



BNSF Commerce Yard

HSR tracks pass on viaduct over BNSF tracks into Commerce Intermodal Facility. Modifications required to accommodate HSR:

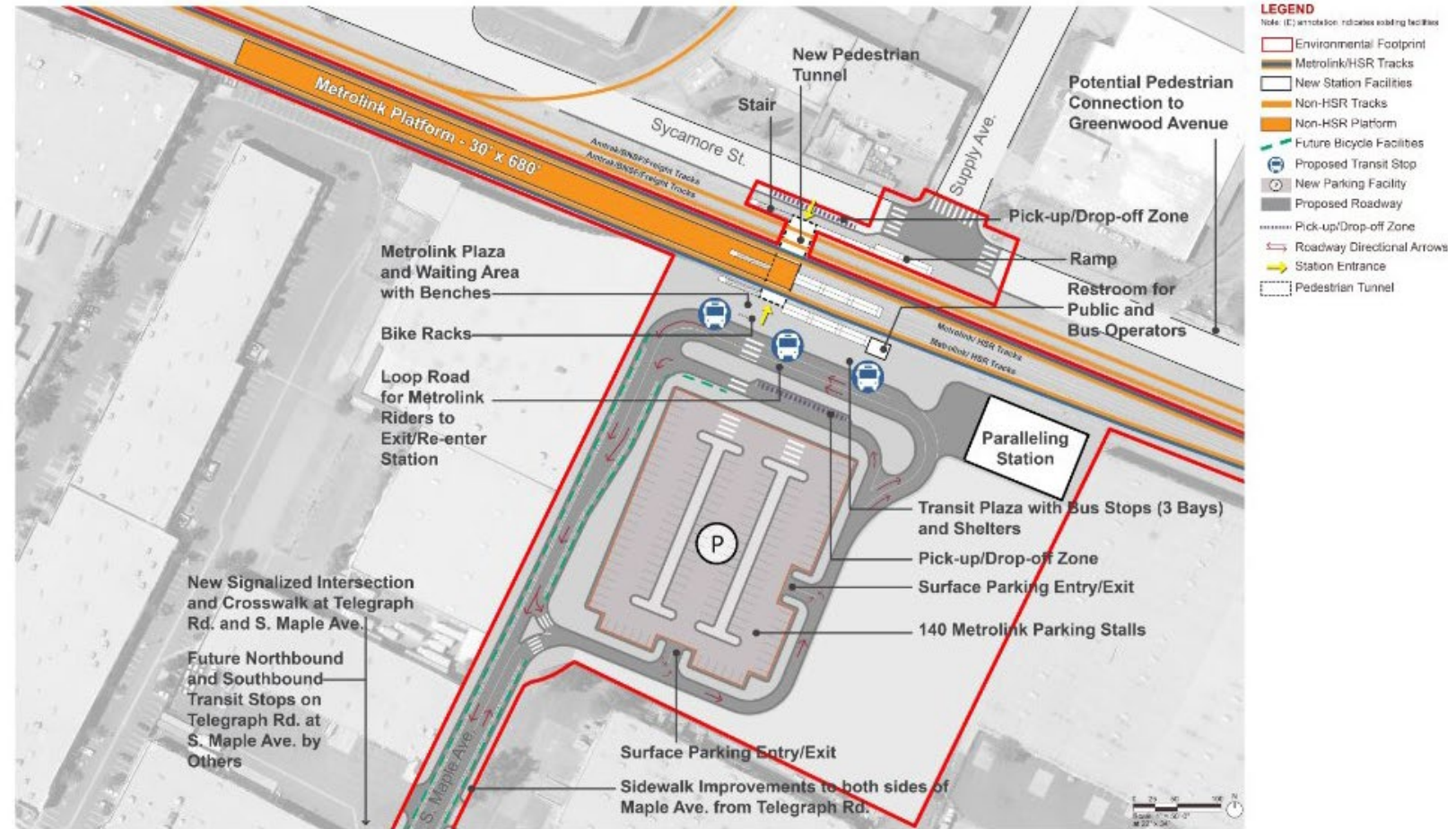
- Reconstruct lead tracks
- Relocate truck entrance gates
- Adding truck storage parking
- Construct switch tail track
- Relocate utilities to utility corridor along Bandini Blvd
- Relocate Commerce Metrolink station
- Design developed in coordination with BNSF



Commerce Station Relocation

Relocated Commerce Metrolink Station features:

- 0.75 miles east along mainline track from existing location, at border of Commerce and Montebello
- Center platform on south side of existing rail corridor
- Transit plaza, parking, bicycle parking, pickup/dropoff



Proposed Site of Relocated Commerce Metrolink Station

Buena Park Metrolink Station Relocation

- HSR tracks on the north side of the rail corridor would require significant reconstruction of current station infrastructure and impacts the surrounding community.
- Relocating the Buena Park Metrolink Station to Beach Blvd./Stage Rd., would:
 - » Provide better access to transit
 - » Not require residential acquisitions
 - » Allow for future growth of station, including opportunities for the City to increase parking



Relocated station features:

- 0.75 miles northwest along mainline track from existing location
- Center platform on north side of existing rail corridor
- Transit plaza, parking, bicycle parking, pickup/drop-off
- Provides opportunities for City to expand parking that current site does not offer

Metrolink Station Modifications

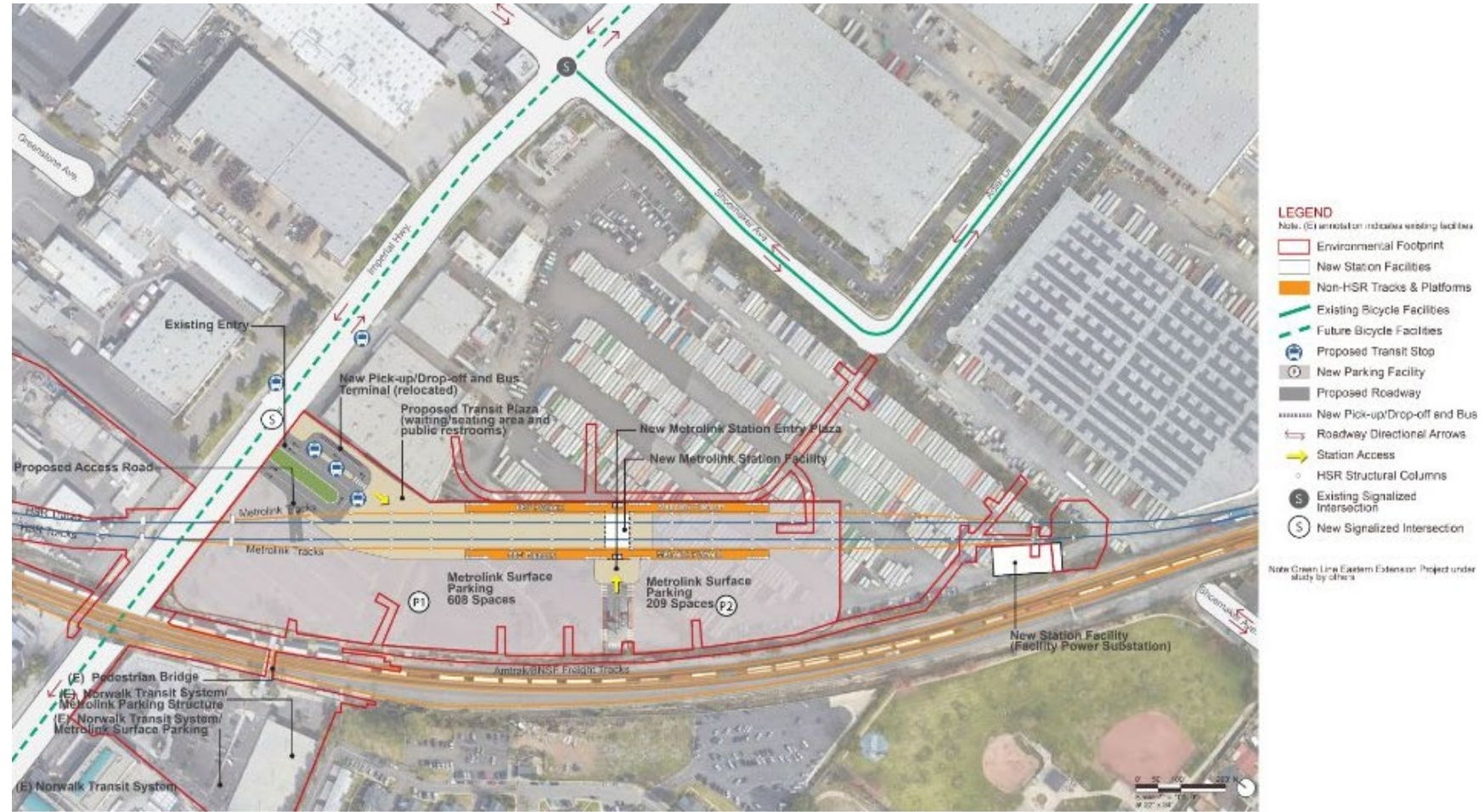


Metrolink Station Modifications

Norwalk/Santa Fe Springs Station- Without HSR Station

Recommended by Authority (Preferred Alternative)

- Existing BNSF tracks would remain at current location
- Metrolink station would be elevated with four passenger tracks and two platforms.
- No additional parking required
- HSR alignment shifts from the west side to the east side of BNSF ROW

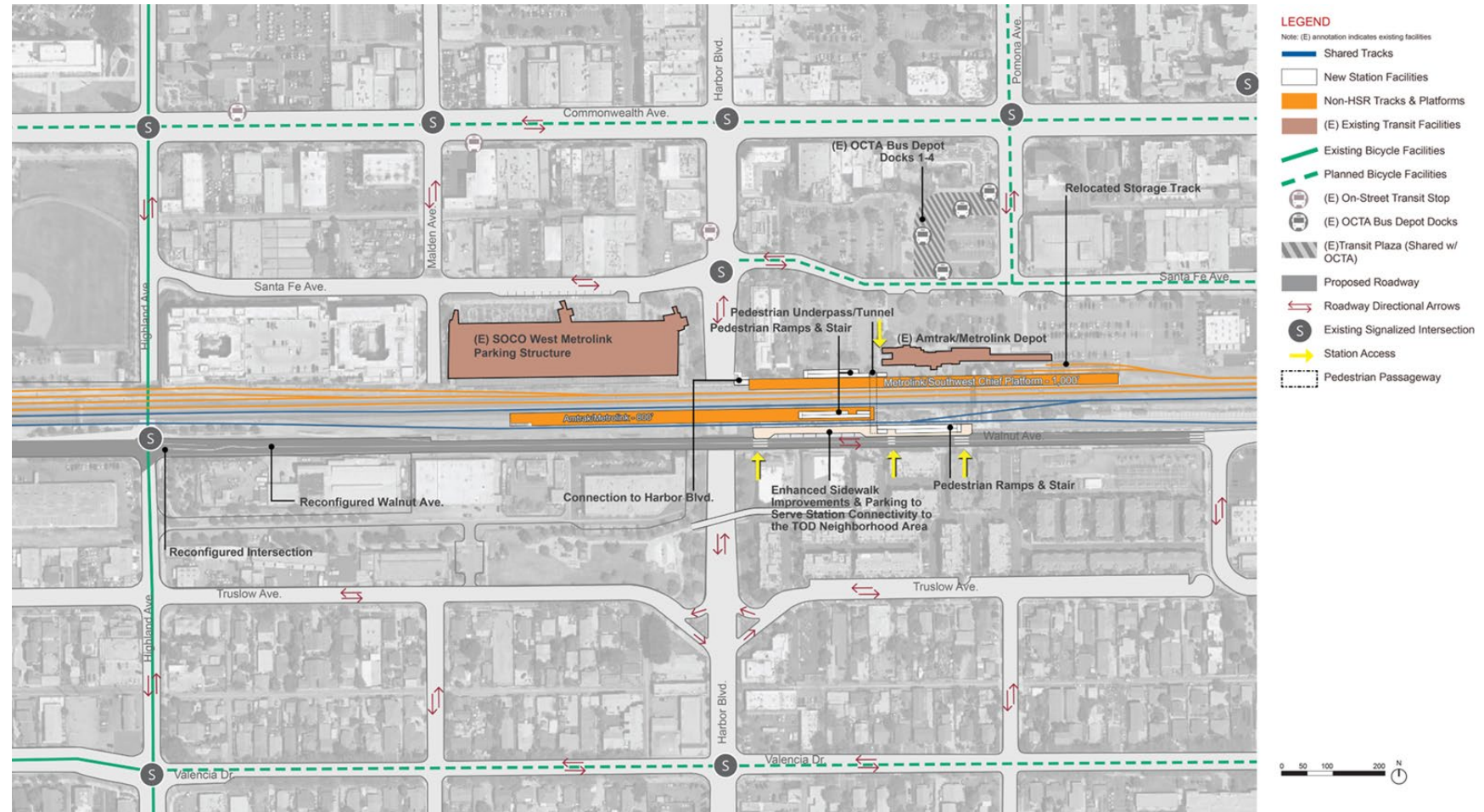


Metrolink Station Modifications

Fullerton Station- Without HSR Station

Recommended by Authority (Preferred Alternative)

- Add mainline track to alleviate freight and passenger train congestion
- Replace existing pedestrian bridge with a pedestrian tunnel (below ground)
- New center passenger platform
- Reconfigure Walnut Ave intersection
- No additional parking required



Optional HSR Intermediate Stations



Optional HSR Intermediate Station Approach

- No intermediate station is proposed between Los Angeles and Anaheim
- Prop 1A limits HSR station development (at most, final design could include one intermediate station). HSR previously considered intermediate stations at Norwalk/Santa Fe Springs and Fullerton
 - » Design and parking constraints exist at both stations
 - » **Amtrak and Metrolink Trains serve both stations which are ~10 miles apart**
 - » Not building an intermediate station could increase efficiencies in cost, schedule and operations while reducing impacts
- **HSR will include both Norwalk/SFS and Fullerton HSR intermediate station options in environmental studies**



Grade Crossing Approach

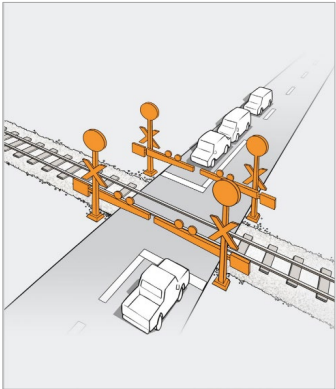


Grade Crossing Considerations

Grade Crossing – Intersection where a roadway crosses railroad tracks at-grade

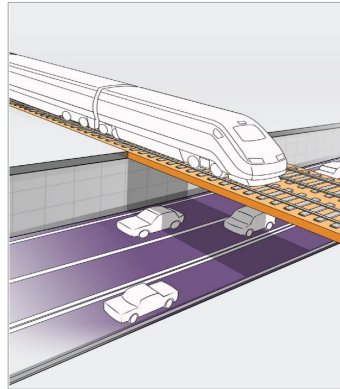
Grade Separation – A roadway that is re-aligned over or under a railway to eliminate hazard

» The Federal Railroad Administration has regulations in place to determine which crossings require separation. High-speed trains operating in the LA-A Corridor will travel at speeds of less than 90 miles per hour (mph), meaning full grade separations are not required



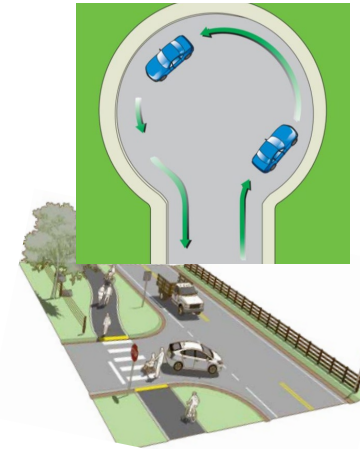
At-Grade

- Low capital cost
- Higher traffic delays
- Smaller footprint
- Minimal Construction Impacts
- May have safety implication for emergency response equipment



Grade Separation

- High capital cost
- Reduced traffic delays
- Larger footprint
- High construction impacts, e.g., traffic and air quality



Street Closure

- Moderate capital cost
- May have safety implication for emergency response equipment
- May disrupt community cohesion

Los Angeles County Grade Separations

Proposed Modifications

Roadway	Current Configuration	Proposed Configuration
Pioneer Blvd	At-Grade	Grade Separation (Undercrossing)
Norwalk Blvd / Los Nietos Rd	At-Grade	Grade Separation (Undercrossing)
Lakeland Rd	At-Grade	Partial Grade Separation (Passenger rail on aerial structure, freight rail to remain at-grade)
Existing Grade Separated Roadway	Current Configuration	Proposed Modification
Downey Rd	Undercrossing*	Widened Railroad Bridge
Atlantic Blvd	Undercrossing	Widened Railroad Bridge
Eastern Ave	Undercrossing	Widened Railroad Bridge
Rosemead Blvd	Undercrossing	Widened Railroad Bridge and Lowered Roadway
Passons Blvd	Undercrossing	Widened Railroad Bridge
Slauson Ave	Overcrossing	Widened Railroad Bridge
Santa Fe Springs Rd	Undercrossing	Widened Railroad Bridge
Telegraph Rd	Undercrossing	Widened Railroad Bridge
Florence Ave	Undercrossing	Widened Railroad Bridge
Carmenita Rd	Undercrossing	Widened Railroad Bridge and Lowered Roadway
Valley View Ave	Undercrossing	Widened Railroad Bridge
Alondra Blvd	Overcrossing	Widened Railroad Bridge and Lowered Roadway



**An undercrossing is when the road goes under tracks.*

Pioneer Boulevard

Proposed Grade Separation



Conceptual Rendering

Norwalk Boulevard/Los Nietos Road

Proposed Grade Separation



Lakeland Road

Proposed Partial Grade Separation



Orange County Grade Crossings

Proposed Modifications

Roadway	Current Configuration	Proposed Configuration
Cerritos Ave	At-Grade	Grade Separation
State College Blvd	At-Grade	Grade Separation

Existing Grade Separated Roadway	Current Configuration	Proposed Modification
Beach Blvd	Undercrossing*	Widened Railroad Bridge
Dale St	Undercrossing	Widened Railroad Bridge and Lowered Roadway
Gilbert St	Undercrossing	Widened Railroad Bridge and Lowered Roadway
Commonwealth Ave	Undercrossing	Widened Railroad Bridge and Lowered Roadway
Euclid St	Undercrossing	Widened Railroad Bridge
Highland Blvd	Undercrossing	Widened Railroad Bridge
Harbor Blvd	Undercrossing	Widened Railroad Bridge
Lewis St	Undercrossing	Widened Railroad Bridge and Lowered Roadway
Katella Ave	Undercrossing	Widened Railroad Bridge and Lowered Roadway
Douglass Rd	Undercrossing	Widened Railroad Bridge and Lowered Roadway

*An undercrossing is when the road goes under tracks.



Cerritos Avenue

Proposed Grade Separation



Conceptual Rendering - Subject to Final Design Approvals

Cerritos Avenue

Proposed Grade Separation



State College Boulevard

Proposed Grade Separation



Conceptual Rendering - Subject to Final Design Approvals

State College Boulevard

Proposed Grade Separation



Where Are We Now?



LA-A Milestones



Draft EIR/EIS- Fall 2025

Draft EIR/EIS Analyzes Impacts to CEQA/NEPA Environmental Resource Topics including:

- Aesthetics & Visual Quality
- Air Quality & Global Climate Change
- Biological & Aquatic Resources
- Cultural Resources
- Cumulative Impacts
- Community Analysis
- Electromagnetic Interference/Fields (EMI/EMF)
- Geology, Soils, Seismicity & Paleontology
- Hazardous Materials & Wastes
- Hydrology & Water Resources
- Noise & Vibration
- Parks, Recreation & Open Space
- Public Utilities & Energy
- Regional Growth
- Safety & Security
- Station Planning, Land Use & Development
- Section 4(f) & Section 6(f) Evaluations
- Socioeconomics & Communities
- Transportation

Question & Answer Instructions

To Participate:



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