CALIFORNIA High-Speed Rail Authority

SOUTHERN CALIFORNIA

Los Angeles to Anaheim Project Section
LIGHT MAINTENANCE FACILITY (LMF) AND LAYOVER TRACKS



NORTHERN CALIFORNIA REGION
- San Francisco Salesforce Transit Center
- San Francisco 4th & King Station
- Millbrae (SFO)
- San Jose Diridon Station
- Gilroy

CENTRAL VALLEY REGION
- Merced
- Fresno
- Kings/Tulare Regional Station
- Bakersfield

BAKERSFIELD TO PALMDALE PROJECT SECTION

- Palmdale

PALMDALE TO BURBANK PROJECT SECTION

- Burbank Airport Station

BURBANK TO LOS ANGELES PROJECT SECTION

- Los Angeles Union Station

LOS ANGELES TO ANAHEIM PROJECT SECTION

- Anaheim

Project Section Overview

The California High-Speed Rail Authority (Authority) is building the nation's first high-speed rail system. The Los Angeles to Anaheim (LA-A) Project Section is the southernmost link of the first phase of the statewide high-speed rail system. The approximately 30-mile project section connects Los Angeles Union Station (LAUS) to the Anaheim Regional Transportation Intermodal Center (ARTIC), using the Los Angeles to Anaheim rail corridor that currently serves both freight and passenger service. The LA-A Rail Corridor travels through the cities of Los Angeles, Vernon, Commerce, Bell, Montebello, Pico Rivera, Norwalk, Santa Fe Springs, portions of unincorporated LA County, La Mirada, Buena Park, Fullerton, and Anaheim.

The Build Alternatives: Shared Passenger Track Alternatives A and B

The Authority is considering the Preferred Alternative, the **Shared Passenger Track Alternative A**, with a Light Maintenance Facility (LMF) at 26th Street in Vernon and an additional build alternative, the Shared Passenger Track Alternative B, with a Light Maintenance Facility at 15th Street in Los Angeles in the draft environmental document. The alternatives are identical, except for the proposed location of the LMF.

To support efficient and reliable high-speed rail operations in the busy LA-A corridor, key infrastructure elements such as a Light Maintenance Facility and layover tracks are needed. These features will help improve service, reduce delays, and ensure smooth operations.

LA-A Light Maintenance Facility (LMF)

As part of Phase 1 of the statewide high-speed rail system, the Authority plans to build and operate three Light Maintenance Facilities (LMF), one in each region: Northern California, Central Valley and Southern California.

An LMF is a facility where trains are inspected, cleaned, serviced, and stored. LMFs provide localized, regular maintenance and operations of trains near terminal stations and serve as a service point for any trains in need of emergency repair. Each LMF will create a variety of jobs in the region, including roles for mechanical technicians, cleaners and inspectors.

To serve high-speed rail operations in Southern California, the Authority is evaluating two LMF options in the LA-A Project Section. Only one LMF will be constructed.

- SoCal LMF at 26th Street in Vernon (Preferred Alternative)
- SoCal LMF at 15th Street in Los Angeles







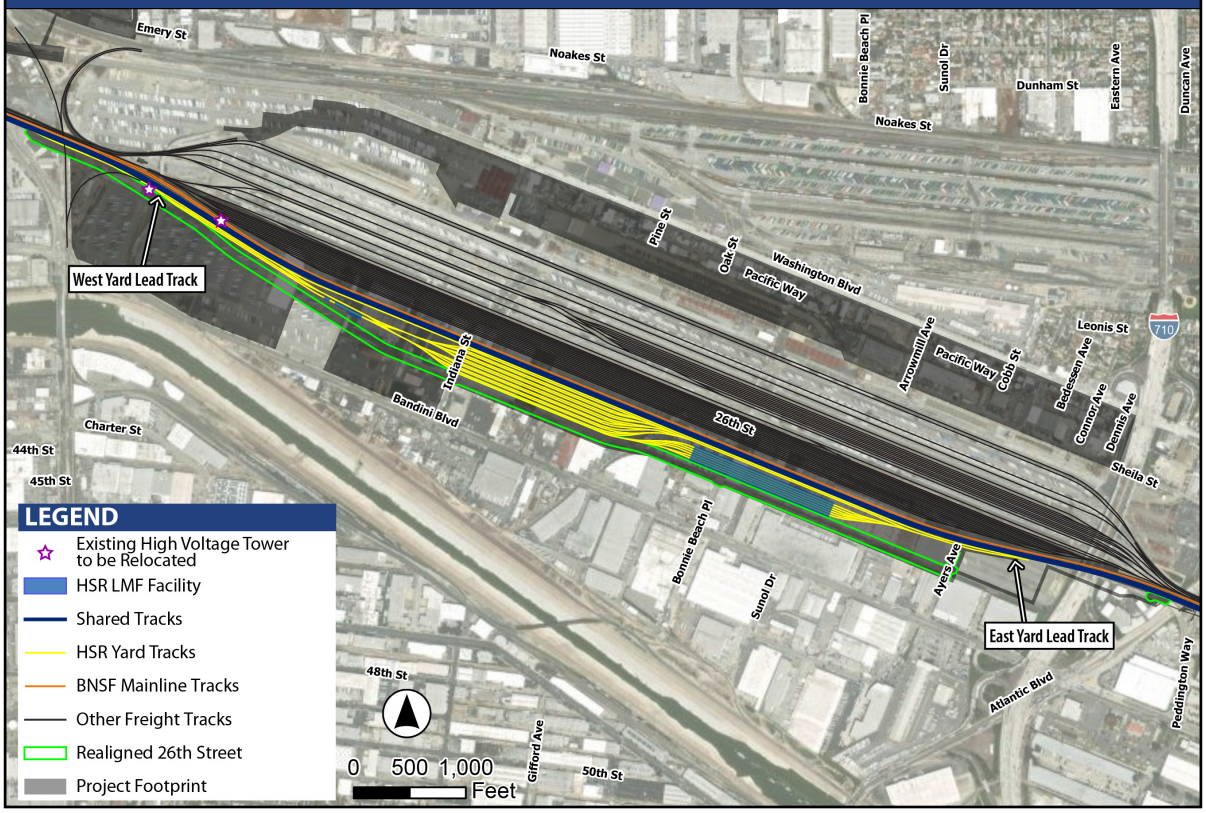
Examples of a modern rail maintenance facility: Stockton's LEED® Silver ACE train maintenance facility opened in 2015. (Photos: San Joaquin Regional Rail Commission)

Light Maintenance Facility Options

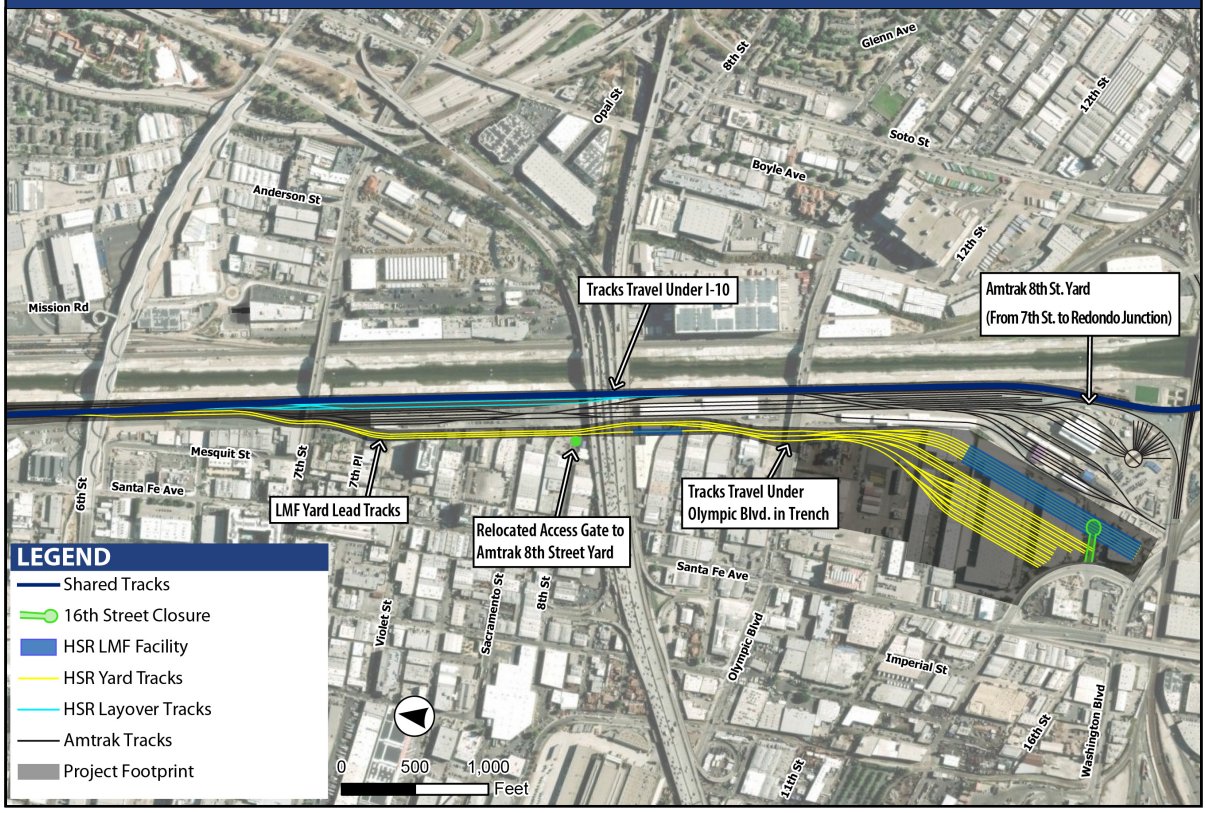
TOPIC	26TH STEET IN VERNON SHARED PASSENGER TRACK ALTERNATIVE A **PREFERRED ALTERNATIVE**	15TH STREET IN LOS ANGELES SHARED PASSENGER TRACK ALTERNATIVE B
DESCRIPTION	• 49-acres in Vernon • Located adjacent to BNSF Hobart Yard • Tracks travel between I-710 and S Downey Rd • Capacity for: ▪ 24 single trainsets ▪ 6 shop tracks ▪ 4 layover tracks	• 52-acres in Los Angeles • Located between I-10 and E Washington Blvd along the west bank of the LA River • Capacity for: ▪ 20 trainsets ▪ 6 shop tracks ▪ 4 layover tracks
BENEFITS	• Stay within the previously identified high-speed rail project area (utilizes land that would be acquired to build other elements of the project) • More flexible site layout for operations—double-ended yard • Fewer constraints in area—mainly warehouses	• Closer to Los Angeles Union Station • Reduces the number of empty or non-passenger train trips • Less freight container parking at Hobart Yard

Design refinements to the HSR track profile and LMF trainset capacity have been identified because of ongoing value engineering review. More detail on the type of refinements considered as value engineering is found in the Preliminary Engineering for Project Definition (PEPD) General Notes.

Light Maintenance Facility 26th Street Option in Vernon (Preferred Alternative)



Light Maintenance Facility 15th Street Option in Los Angeles

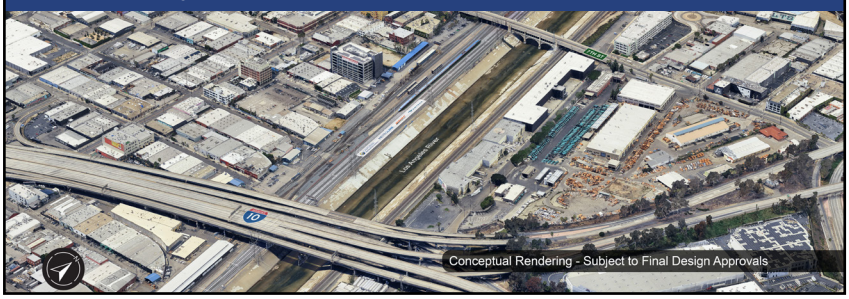


Layover Tracks

While a Southern California LMF will service high-speed rail operations for the entire southern CA rail corridor, layover tracks are necessary to service the LA-A corridor. Layover tracks are proposed to support corridor operations and layover functions near the terminus stations, LAUS and ARTIC. At terminus stations, layover tracks are used to store trains at night when they are not in service. Other layover functions may include maintenance activities, such as daily safety testing. Layover tracks are also used to restock trains during the day in between service.

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

West Bank Layover Tracks



Anaheim Layover Tracks



LAYOVER TRACKS	DESCRIPTION
WEST BANK	• Located in Los Angeles on the west bank of the Los Angeles River between 7th and 8th Street • Supports LAUS • 2 layover tracks would be added west of the shared tracks • Holds up to 4 trainsets
ANAHEIM	• Located in Anaheim between Ball Road and State College Boulevard • Supports ARTIC • 2 layover tracks would be added to the west of the main tracks, for a total of 4 tracks in the area • Holds up to 6 trainsets

What is Next?

The Authority has published the Draft Environmental Impact Report/Environmental Impact Statement (Draft EIR/EIS) for the LA-A Project Section. The Draft EIR/EIS will be available for public review and comment from Friday, December 5, 2025 to Tuesday, February 3, 2026. It is available on the Authority website (***hsr.ca.gov***) to view or download.

Tell Us What You Think

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877-669-0494

California High-Speed Rail Authority
Southern California Regional Office
355 S. Grand Avenue, Suite 2050
Los Angeles, CA 90071

www.hsr.ca.gov

Los.Angeles_Anaheim@hsr.ca.gov