

Los Angeles to Anaheim Project Section

PREFERRED ALTERNATIVE - SPRING 2025



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 TO PALMDALE PROJECT SECTION

- Bakersfield
- 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 more than 494 miles of electrified rail, connecting San Francisco to Anaheim. This approximately 30-mile-long project section will connect Los Angeles Union Station (LAUS) to the Anaheim Regional Transportation Intermodal Center (ARTIC) using the existing urban Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor. The LOSSAN Rail Corridor is one of the busiest in the nation serving both freight and passenger rail and is owned by multiple agencies.

In May 2024, the Authority’s Board of Directors adopted a new **Preferred Alternative**, the **Shared Passenger Track Alternative A**, with a Light Maintenance Facility (LMF) at 26th Street in Vernon. The Authority is also studying an additional build alternative, the Shared Passenger Track Alternative B with a Light Maintenance Facility at 15th Street in Los Angeles. No intermediate stations are being recommended as part of either Build Alternative, but will be studied as part of the environmental document. The Authority is working to complete technical studies and analysis and plans to release the Draft Environmental Impact Report/Environmental Impact Statement in mid-2025.

Since 2024, HSR has contributed \$1.3 billion to the following connectivity projects in Southern California:

- Link US Project: \$423 million for improvements to Los Angeles Union Station
- Shared Corridor Improvements: \$389 million in environmental review work for HSR, Metrolink, LOSSAN, and others
- Safety Improvements: \$77 million to the Rosecrans/Marquardt Grade Separation in Santa Fe Springs
- Connectivity Projects: \$389 million from Proposition 1A - Metro Regional Connector, Metrolink Tier 4, Positive Train Control (PTC)

Project Benefits

-  **Increase Mobility** to prepare for growth – with the state’s population estimated to reach 40 million by 2049
-  **Improve Air Quality** by offering a high-speed train system fueled by renewable energy as an alternative to auto and air travel
-  **Cut Travel Times** by providing a faster, more convenient way to get around the state
-  **Stimulate Job Growth** across the state by providing employment opportunities at every stage, from construction to operations and maintenance
-  **Investing** in transportation infrastructure has been key to making the state an economic powerhouse



Los Angeles to Anaheim Shared Passenger Track Alternatives A and B

The Build Alternatives: Shared Passenger Track Alternatives A and B

The introduction of high-speed rail in the LOSSAN Corridor provides the region with an opportunity to ensure the efficiency and capacity of this vital rail corridor by improving track layouts, reducing conflicts between rail and road traffic, consolidating rail storage and increasing passenger services. The Shared Passenger Track Alternatives:

- Add one mainline track in some areas of the existing corridor, bringing the mainline track total to four tracks, between LAUS and Fullerton
- Utilize the existing two tracks between Fullerton and ARTIC
- Electrify two of the four mainline tracks using a renewable energy source
- Improve corridor operations and safety by reducing conflicts between passenger and freight track crossings
- Introduce high-speed train service with up to two trains per peak hour/per direction
- Relocate the Commerce and Buena Park Metrolink Stations to better serve the region
- Grade separations in Santa Fe Springs and Anaheim
- Include a Light Maintenance Facility (LMF)
- Include layover tracks near LAUS and ARTIC to store and restock high-speed trains

Shared Passenger Track Alternative A - Preferred Alternative

The Preferred Alternative, the Shared Passenger Track Alternative A includes the features above and proposes the Light Maintenance Facility at 26th Street in Vernon. The siting of the LMF at 26th Street in the City of Vernon would be adjacent to BNSF's Hobart Yard. This LMF could hold up to 24 single trainsets and provide six shop tracks.

Shared Passenger Track Alternative B

The Shared Passenger Track Alternative B is identical to the Preferred Alternative, except proposes the LMF be located at 15th Street in Los Angeles. The siting of the LMF at 15th Street in the City of Los Angeles would be located along the West Bank of the Los Angeles River. This LMF could hold up to 20 single trainsets, with six shop tracks, and would be built to the west of Amtrak's current 8th Street Yard.

Grade Crossing Configuration

Grade Crossings

The two Build Alternatives study existing at-grade crossings along the project corridor between LAUS and ARTIC. The grade crossing approach considers:

- Minimizing HSR construction (not placing new track, only electrifying existing track)
- Minimizing community impacts from property acquisitions/disruption from construction
- Consistency with other HSR project sections
- Federal, state, and local regulations
- Recent safety improvements at existing crossings
- Proposed HSR Service Plan within the corridor

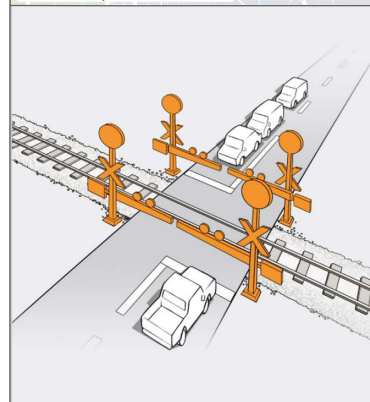
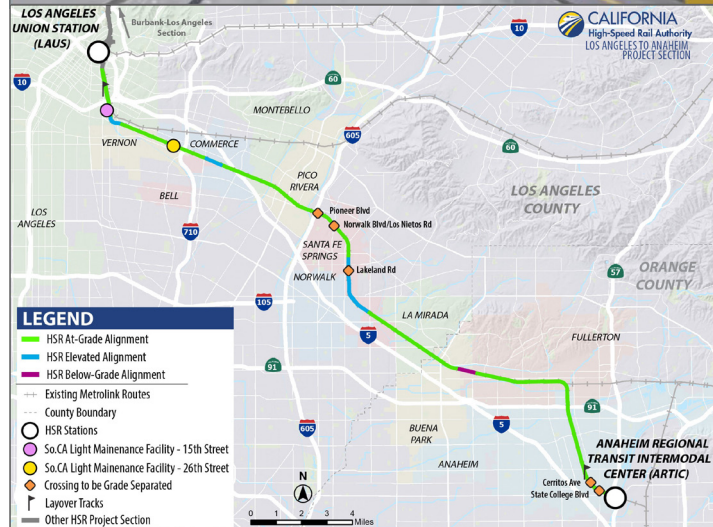
Grade Separations

A grade separation is a roadway that is realigned over or under a railway to eliminate a hazard. The Authority will study grade separations along the LA-A corridor as part of the environmental process. For example:

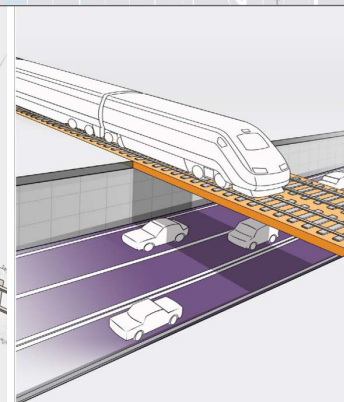
- **Santa Fe Springs/Unincorporated Los Angeles County:** Pioneer Boulevard
- **Santa Fe Springs:** Norwalk Boulevard, Los Nietos Road, Lakeland Road (partial grade separation)
- **Anaheim:** E. Cerritos Avenue, State College Boulevard

Light Maintenance Facility (LMF)

One LMF is proposed with each Build Alternative for high-speed train maintenance. The facility would include a dedicated train wash track, a wheel defect detection system, inside shop tracks with inspection pits, and storage yard capacity for HSR train sets.



Grade Crossing



Grade Separation

High-Speed Rail Passenger Stations

Terminus stations in the LA-A rail corridor will be located at Los Angeles Union Station (LAUS), which was studied as part of the Burbank to Los Angeles Project Section and the Metro-led Link US project, and the Anaheim Regional Transportation Intermodal Center (ARTIC). Operating as intermodal facilities, these main stations will connect passengers to other high-occupancy modes of transportation.

Layover Tracks

Layover tracks are used to store and restock HSR trains during the day in between service runs. Layover tracks are required near LAUS and ARTIC to support where high-speed trains would complete service.

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

- West Bank Layover Tracks (south of LAUS)
- Anaheim Layover Tracks (south of Ball Road)

Metrolink Station Relocations

The two Build Alternatives being considered are designed to reduce right-of-way impacts outside the corridor while improving track layout design and function. The Authority's design requires the existing Metrolink Stations in Commerce and Buena Park to be relocated approximately 0.75 miles from their current locations.

The relocation of the Commerce Metrolink Station will improve safety, rail operations, residential access, and allow for more direct transit connections. To improve corridor efficiency and blend freight and passenger operations, the relocated station will feature a passenger rail overpass. This feature allows passenger trains to travel above BNSF Commerce Yard.

The relocation of the Buena Park Metrolink Station would provide improved design functionality and minimize property acquisitions and neighborhood impacts that would result from reconfiguring the existing station. Relocation will improve access to transit and provide opportunities for Buena Park to increase station parking.

Both relocated Metrolink stations would feature a center platform for passenger operations, and a variety of features for station users, such as, a transit plaza, vehicle and bicycle parking, a vehicle pick-up and drop-off area, waiting areas and queuing space for rideshare vehicles, taxis and shuttle busses, and pedestrian walkway connections.

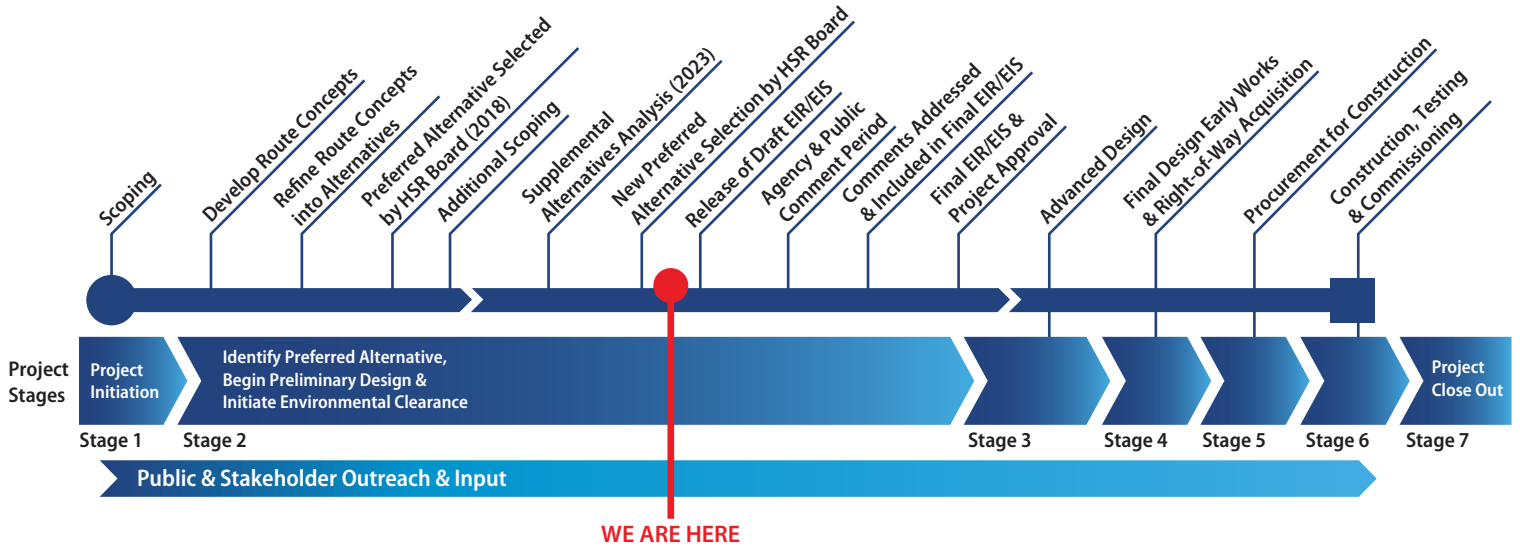


Commerce Metrolink Station Relocation



Buena Park Metrolink Station Relocation

Project Development Process



Tell Us What You Think

Get involved by visiting meethrsocal.org. You can:

- Ask questions and leave comments or concerns
- Request a meeting with the project team
- Invite the Authority to one of your upcoming organization meetings
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