



CALIFORNIA
High-Speed Rail Authority

**Los Angeles to Anaheim
Community Workshop: Proposed Improvements
at the Fullerton Transportation Center**

Thursday, August 21, 2025

Purpose

- Provide an update on the Los Angeles to Anaheim Project Section
- Focus on proposed improvements at the Fullerton Transportation Center
- 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
- Proposed Improvements at Fullerton Transportation Center
- Next Steps
- Questions and Answers
- Stations

Connecting California Program Highlights

- **Phase 1**

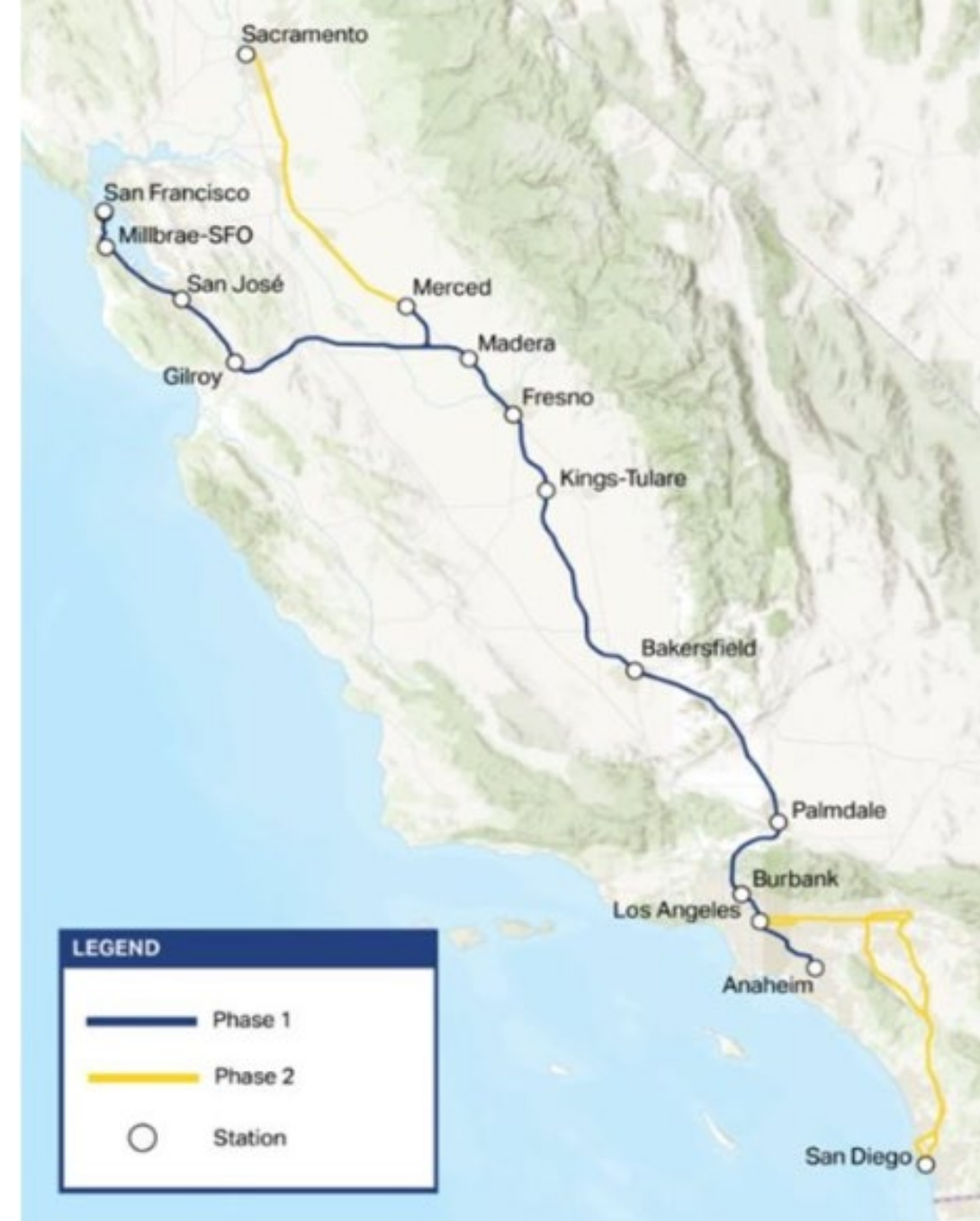
- » 494 Miles
- » San Francisco to Los Angeles/Anaheim
- » Trip time: less than 3 hours

- **Phase 2**

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

Electrified service at speeds up to 220 mph

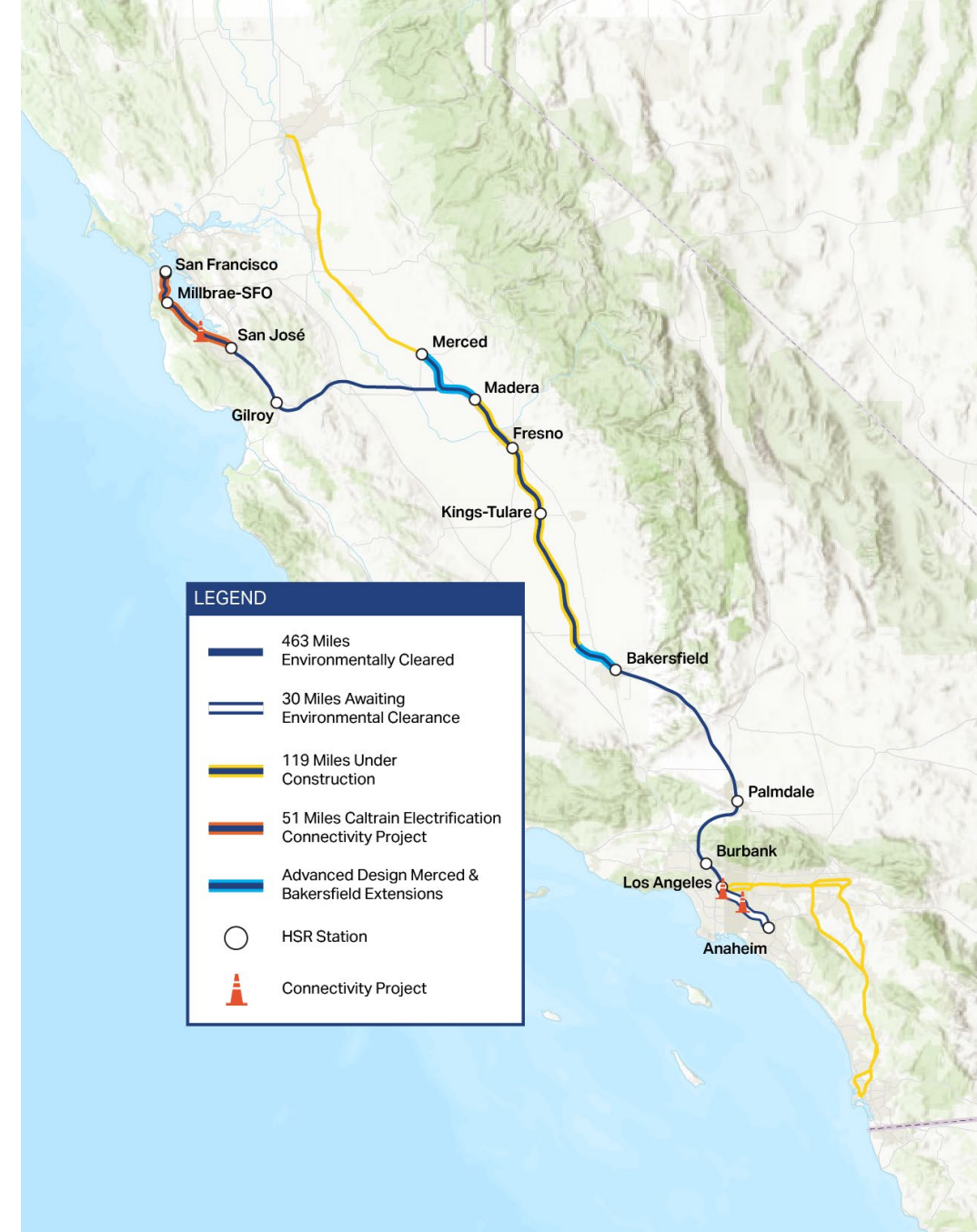
Up to 24 stations



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 494 Miles Environmentally Cleared by 2026
- Advancing statewide Bookend Projects
- Station Design for four Central Valley Stations
 - » Merced, Fresno, Kings/Tulare and Bakersfield



New Leadership, New Focus

Under new leadership – tighter focus on delivery:

- » Analyze every aspect of this project to deliver this system efficiently and effectively
- » Engage with industry to accelerate delivery and refine our approach
- » Shift how we deliver the system by:
 - Building smarter, faster, more economically
 - Prevent costly delays
 - Structuring into a project delivery team
- » Work with legislature to provide more jurisdictional authority to CAHSRA
- » Find innovative ways to stabilize funding/financing
- » Advance development of the Southwest High-Speed Rail Network



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

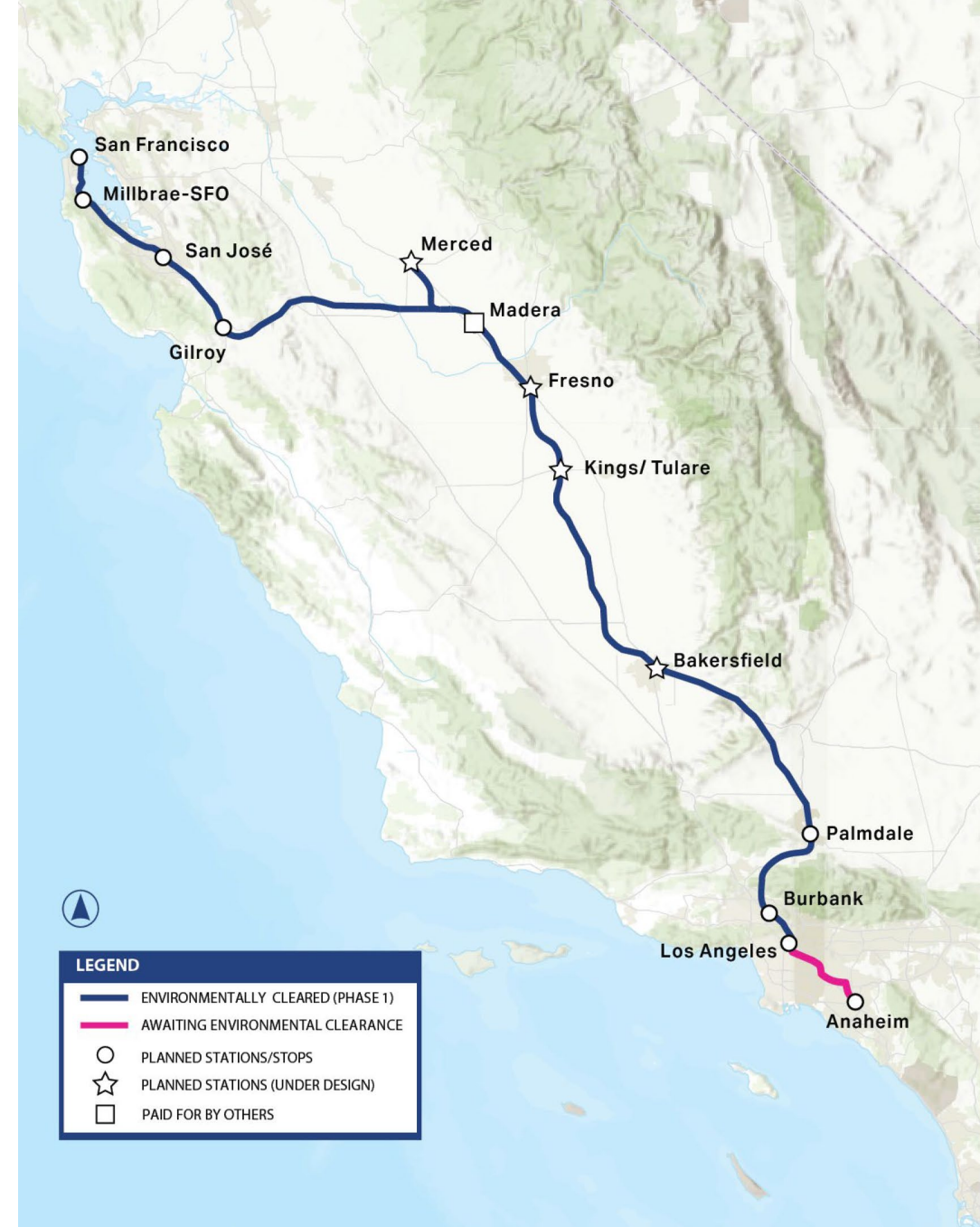


Los Angeles to Anaheim Project Section Overview



Los Angeles to Anaheim Project Section

- Approximately 30-miles long
- Connects Los Angeles Union Station (LAUS) to the Anaheim Regional Transportation Intermodal Center (ARTIC)
- In May 2024, the Authority's Board of Directors identified three alternatives for study 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

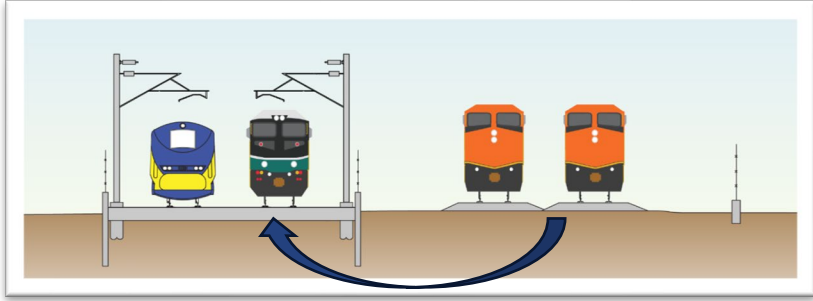
Shared Passenger Track Alternative B

- 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

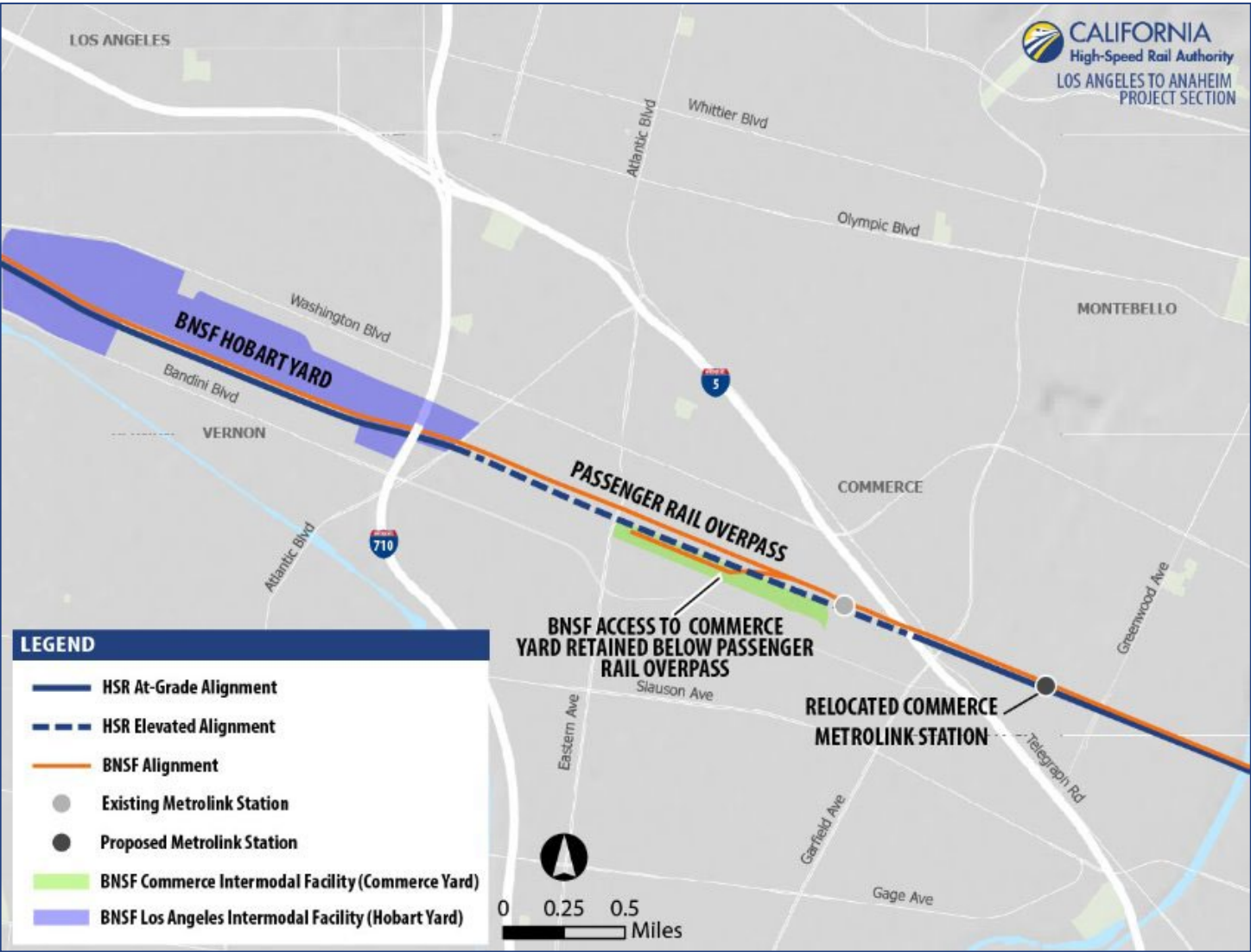
Improving Corridor Efficiency – Removing Freight and Passenger Rail Conflicts



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Improving Corridor Efficiency – Removing Freight and Passenger Rail Conflicts



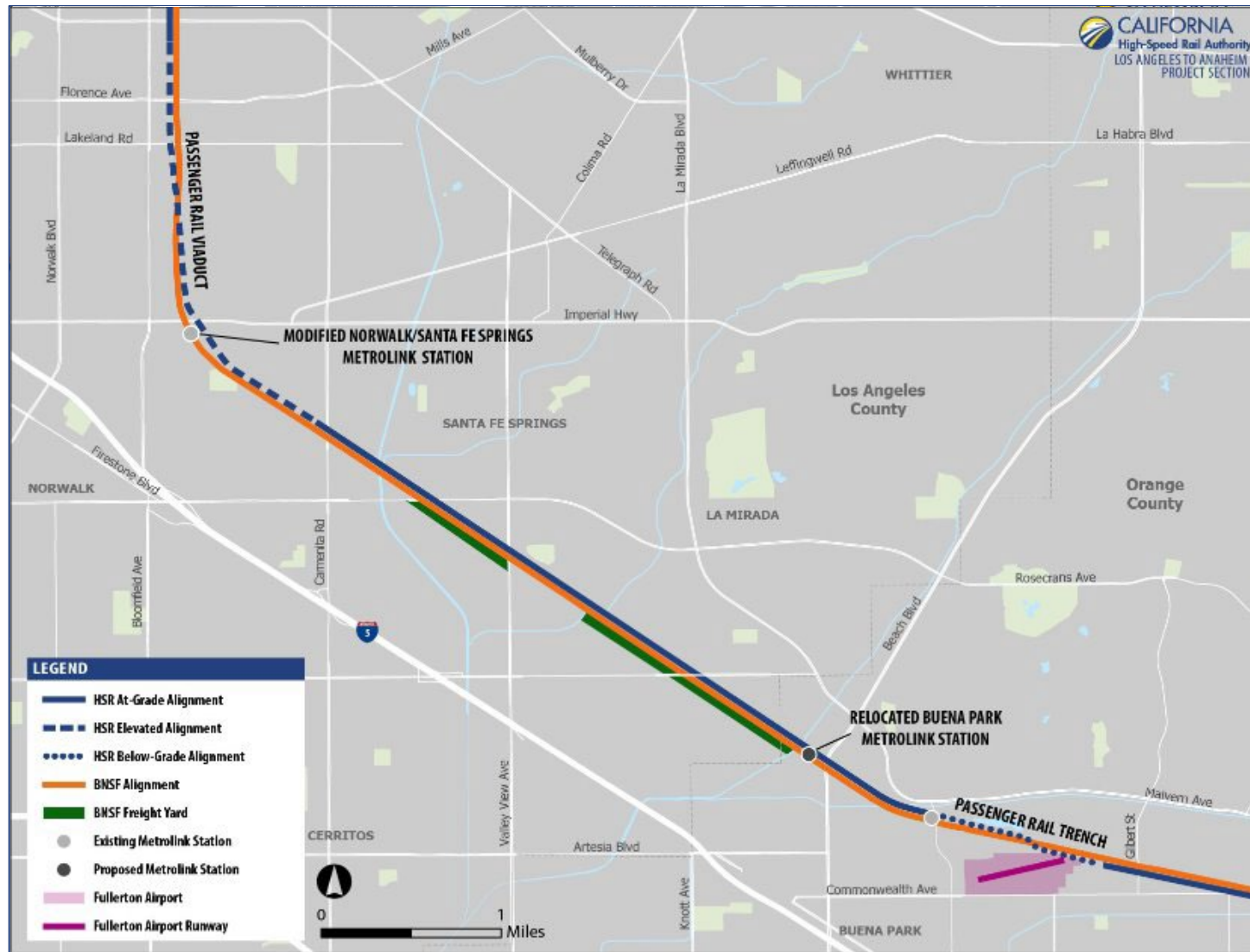
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Proposed Improvements at the Fullerton Transportation Center



Fullerton Transportation Center



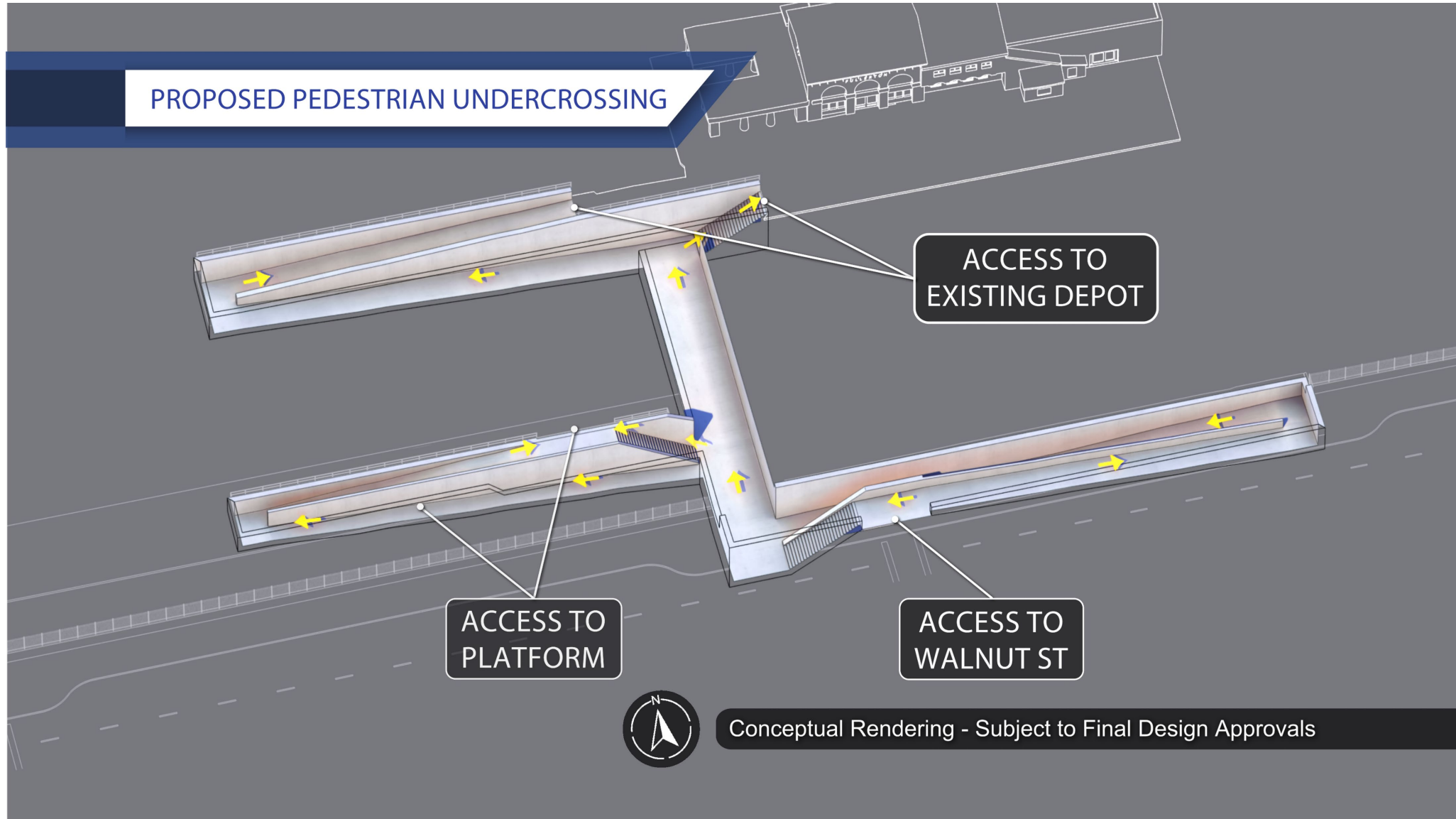
Fullerton Transportation Center



Fullerton Transportation Center



Fullerton Transportation Center



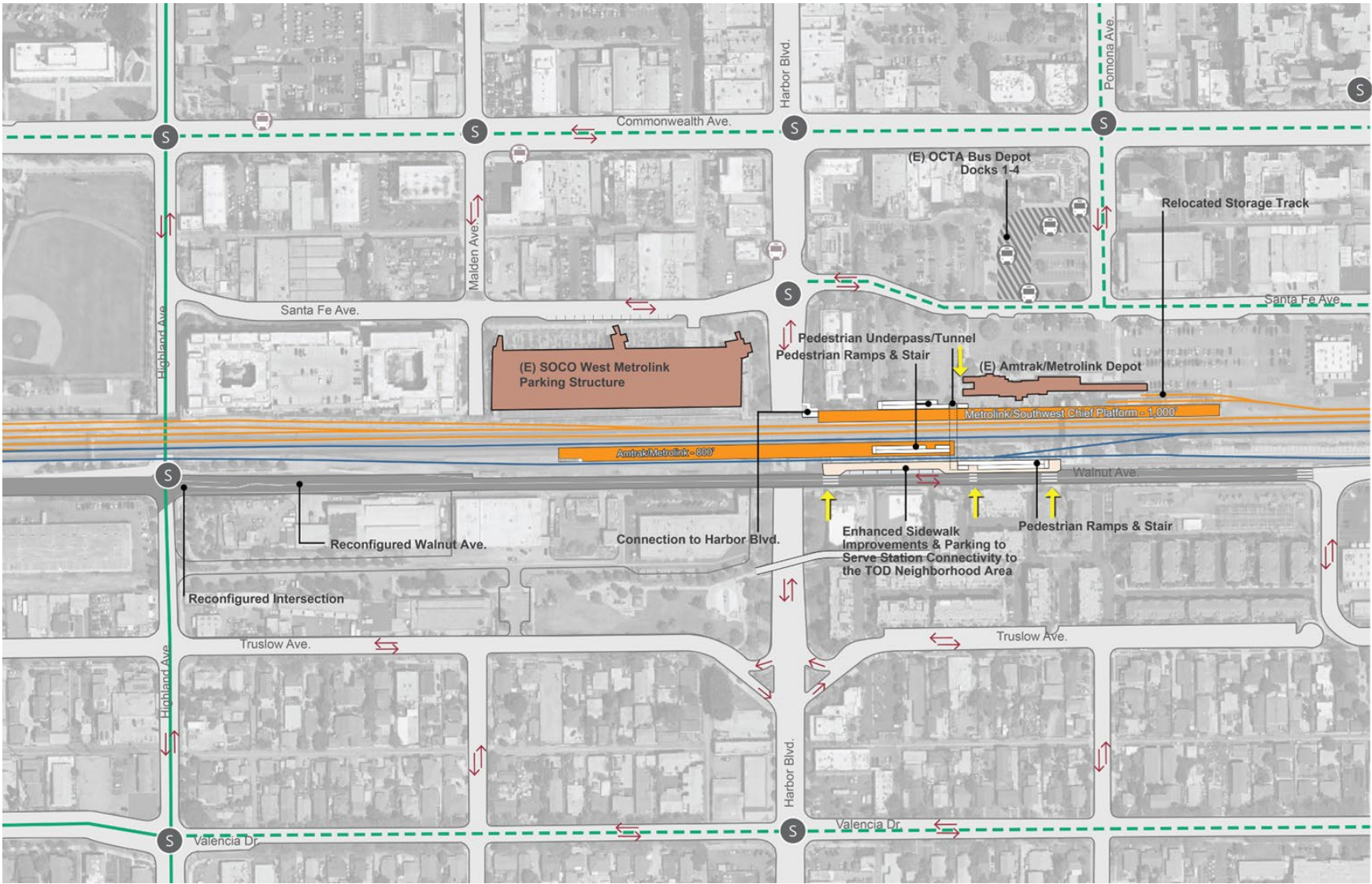
Optional HSR Intermediate Station Approach

- 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**



Optional HSR Intermediate Station Approach

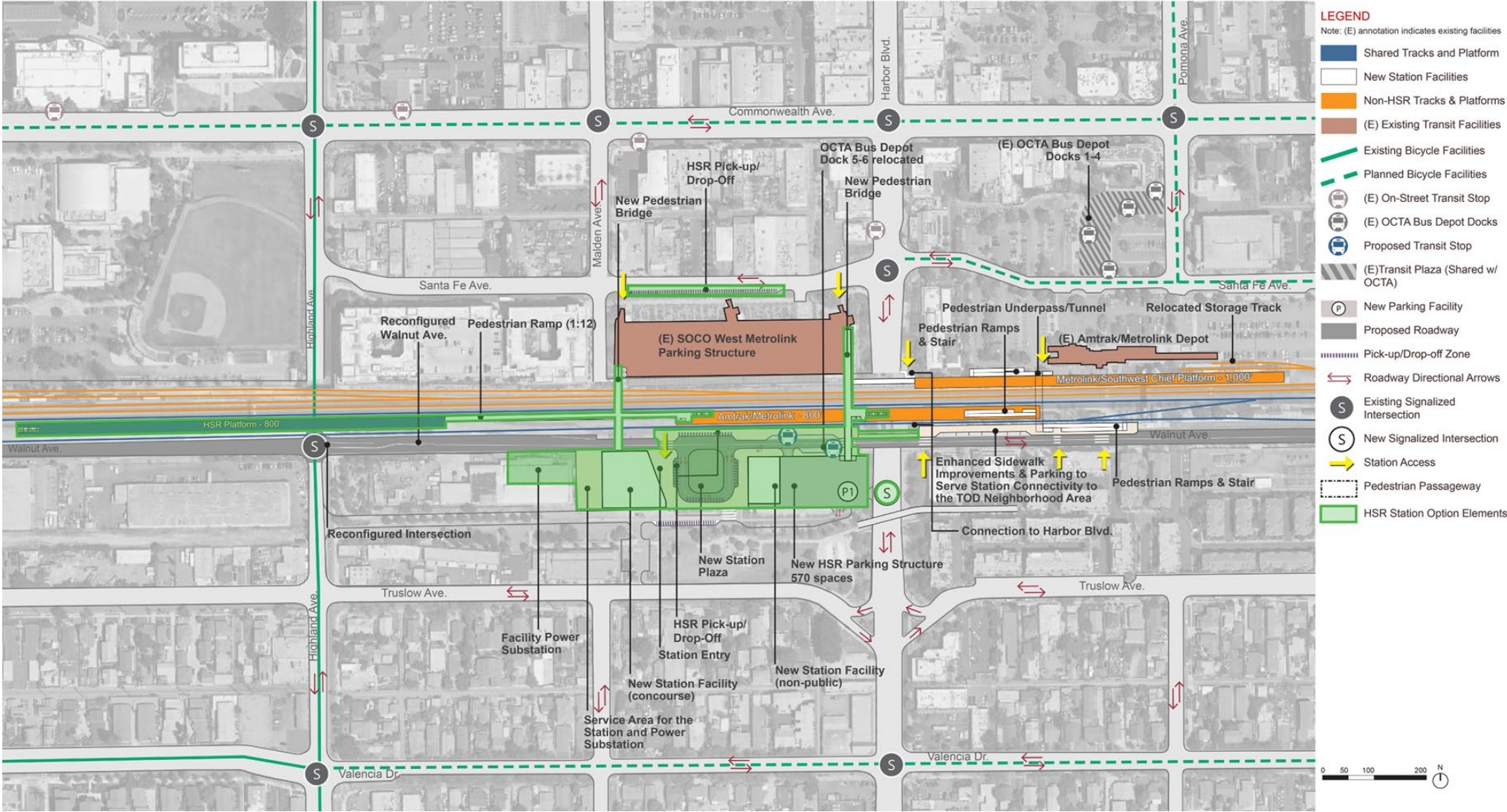
Fullerton Station- Without HSR Station (Preferred Alternative)



- LEGEND**
- Note: (E) annotation indicates existing facilities
- Shared Tracks
 - New Station Facilities
 - Non-HSR Tracks & Platforms
 - (E) Existing Transit Facilities
 - Existing Bicycle Facilities
 - Planned Bicycle Facilities
 - (E) On-Street Transit Stop
 - (E) OCTA Bus Depot Docks
 - (E) Transit Plaza (Shared w/ OCTA)
 - Proposed Roadway
 - Roadway Directional Arrows
 - Existing Signalized Intersection
 - Station Access
 - Pedestrian Passageway

Optional HSR Intermediate Station Approach

Fullerton Station- With HSR Station



Where Are We Now?



Get Involved

Los Angeles to Anaheim Project Section Project Update



CALIFORNIA
High-Speed Rail Authority
SOUTHERN CALIFORNIA
Los Angeles to Anaheim Project Section



Join Us

for a Virtual Community Meeting
Wednesday, September 3, 2025
6:00 - 7:30 PM

Register Here:



LA-A Milestones



Draft EIR/EIS- Anticipated Release 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
- Community Analysis
- Cultural Resources
- Cumulative Impacts
- 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

Questions and Answers



Visit Our Stations!

Station 1: LA-A Corridor Overview

Station 2: Fullerton Transportation Center Existing Conditions and Proposed Improvements

Station 3: Fullerton Transportation Center- Visual Simulation Video

Right of Way

Comment Table



Stay Connected

Visit the California High Speed Rail Authority website at hsr.ca.gov and Build HSR California at BuildHSR.com



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