CALIFORNIA
High-Speed Rail Authority

SOUTHERN CALIFORNIA

Los Angeles to Anaheim Project Section
STATIONS

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.

Stations

The LA-A Project Section will improve regional transportation by connecting two key stations, LAUS and ARTIC, to the statewide high-speed rail system and providing additional improvements to benefit all commuter rail services in the corridor. This project also proposes to improve track layouts at both the Norwalk/ Santa Fe Springs and Fullerton Metrolink Stations. In addition, the existing Metrolink stations in Commerce and Buena Park will be relocated in order to accommodate high-speed rail and improve overall rail operations. High-speed rail trains will only stop at LAUS and ARTIC.

Los Angeles Union Station (LAUS)

Located in Downtown Los Angeles, LAUS provides connections to local, regional and national transit services. Originally built in 1939, LAUS is the largest passenger rail station in the Western United States. Connecting transit options at the station including: Amtrak, Greyhound, LA Metro, Metrolink, LADOT local DASH and LAX FlyAway. LAUS' vibrant station community will be an important part of the high-speed rail network. The Authority completed the environmental review of LAUS as a high-speed rail station as part of the Burbank to Los Angeles Project Section.

The Authority is partnering with LA Metro on their Link US project at Union Station, which includes new run-through tracks on an elevated rail yard that will accommodate high-speed rail service and other commuter rail operators. The Link US run-through tracks allow trains to move directly in and out of the station, without reversing. This helps the system operate more efficiently and may increase future capacity. The Authority has committed $441 million towards the project cost. Metro is working to complete the final environmental clearance for Link US.

Anaheim Regional Transportation Intermodal Center (ARTIC)

As the southernmost station in Phase 1 of the statewide high-speed rail system, ARTIC will connect high-speed rail to Orange County. Opened in 2014, ARTIC serves as an intermodal hub in Anaheim that provides rail, bus, taxi, and other services for daily commuters and visitors. The proposed high-speed rail station at ARTIC includes two new high-speed rail tracks, and a single center high-speed rail platform located south of and parallel to the existing Metrolink/ Amtrak tracks and platforms. The project would include a new parking structure adjacent to ARTIC between Douglass Road and State Route 57.

Los Angeles Union Station (LAUS)

Anaheim Regional Transportation Intermodal Center (ARTIC)

Metrolink Station Relocations and Modifications

The proposed LA-A Build Alternatives are designed to improve rail infrastructure for improved safety and efficiency for both existing freight and passenger rail. This will require the Commerce and Buena Park Metrolink stations to be relocated as well as modifications at the Norwalk/Santa Fe Springs and Fullerton Metrolink stations to accommodate the new line while minimizing negative impacts. High-speed rail trains will not stop at these modified or relocated Metrolink stations.

Commerce Metrolink Station Relocation

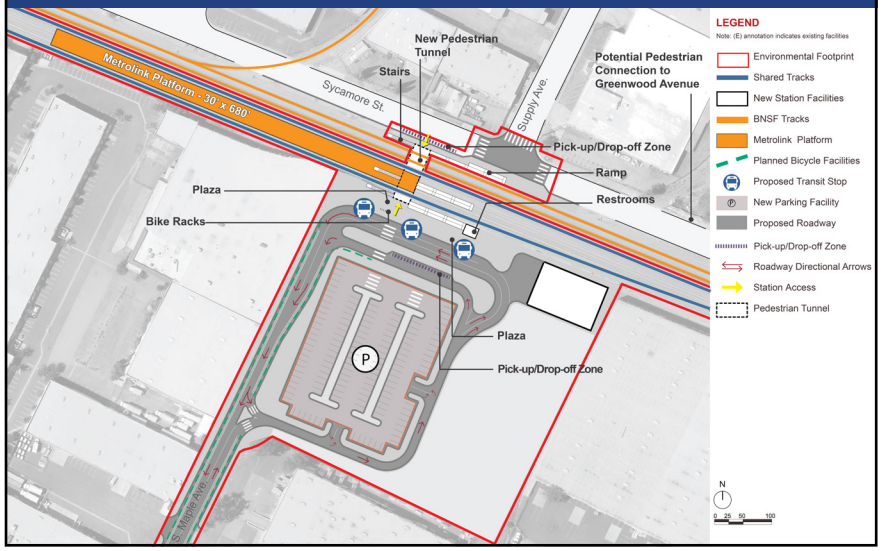
The existing Commerce Metrolink Station is located adjacent to the BNSF Commerce Intermodal Facility (referred to as Commerce Yard). The current station layout creates conflict with BNSF freight trains accessing the Commerce Yard. As a result, the Authority has proposed constructing a passenger rail viaduct at the location of the current station and relocating the Commerce station to Maple Avenue north of Telegraph Road, adjacent to the rail corridor in Commerce.

This passenger rail viaduct is designed to separate passenger train operations from freight operations, reducing train traffic congestion through the Commerce Yard area. At the proposed site, the Metrolink platforms would be in Commerce while parking and station facilities would be in Montebello. The new station platform, tracks and parking facility will be at-grade. The existing Commerce Metrolink Station could remain open during the construction of the new station, allowing riders minimal service disruption.

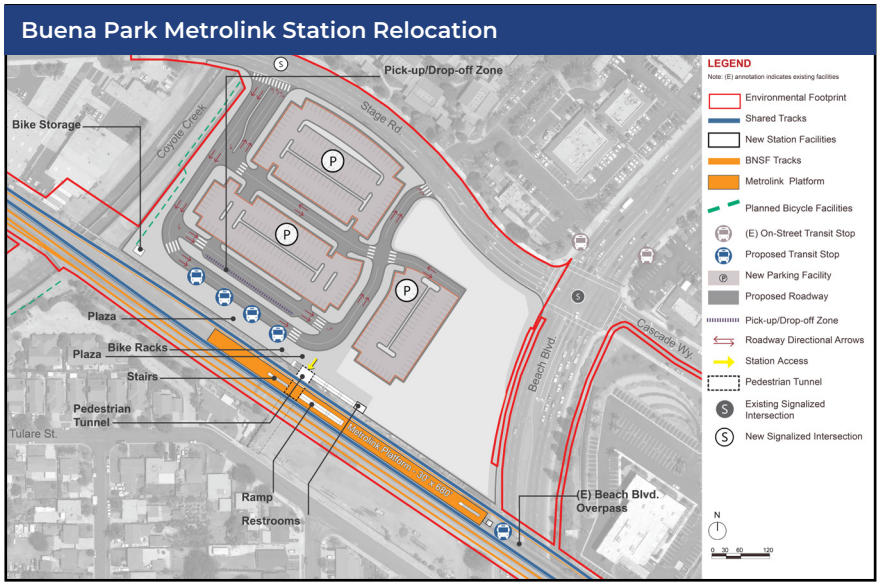
Buena Park Metrolink Station Relocation

To accommodate high-speed rail tracks on the north side of the existing rail corridor, reconfiguring the existing Buena Park Metrolink Station would require significant reconstruction and additional property that would impact the surrounding residential area in an already constrained area. As a result of technical studies and stakeholder feedback, the Authority is proposing to relocate the station 0.75 miles northwest to the west side of Beach Boulevard. The existing Buena Park Metrolink Station could remain open during construction.

Commerce Metrolink Station Relocation



Buena Park Metrolink Station Relocation



To improve both freight and passenger rail operations in the corridor, both high-speed rail build alternatives include modifications to the existing Norwalk/Santa Fe Springs Transportation Center and the existing track layout at the Fullerton Transportation Center:

Norwalk/Santa Fe Springs Metrolink Station Modifications

The Authority is proposing to realign tracks to minimize freight and passenger tracks crossings, improving corridor safety and efficiency. Passenger tracks would be on an elevated structure starting at Telegraph Road and realigned in order to straighten the tracks through the platform. As a result, the Norwalk/Santa Fe Springs Transportation Center's Metrolink platforms would also be elevated.

Fullerton Metrolink Station Modifications

The current track layout at the Fullerton Transportation Center requires trains traveling to and from Riverside and Anaheim to cross several active tracks to reach the correct platforms, leading to safety and reliability concerns. To improve safety and operations, the Authority is proposing to construct an extended southern track and a new island platform straddling Harbor Boulevard that would serve all Metrolink and Amtrak Surfliner trains at the station.
The new platform would be connected to existing station facilities with a new pedestrian undercrossing to the west of the existing pedestrian overcrossing. This design matches the separate Fullerton Interlocker Project being advanced by Metrolink and the BNSF Railway, which could be implemented as an early action project. Early action projects are early investments in collaboration with regional and local agencies that provide earlier benefits while laying the foundation for high-speed rail.

Intermediate Stations

Prior to identifying the Shared Passenger Track Alternatives in May 2024, the Authority considered intermediate high-speed rail station options at Norwalk/Santa Fe Springs and Fullerton. An intermediate station between LAUS and ARTIC is not recommended in either build alternative due to design and parking constraints, impacts to cost and operating times, and existing passenger rail service providers at the stations. Should there be future interest and/or demand for an intermediate station, the draft environmental document studies both options.

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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