

Los Angeles to Anaheim Project Section

PROPOSED BUILD ALTERNATIVE



- 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 TO BURBANK PROJECT SECTION
 - Palmdale
- BURBANK TO LOS ANGELES PROJECT SECTION
 - Burbank Airport Station
- LOS ANGELES TO ANAHEIM PROJECT SECTION
 - Los Angeles Union Station
 - Anaheim

Project Section Overview

Phase 1 of the California High-Speed Rail System (HSR) will connect San Francisco to Anaheim. The Los Angeles to Anaheim (LA-A) project section is the southernmost link, connecting Los Angeles Union Station (LAUS) to the Anaheim Regional Transportation Intermodal Center (ARTIC) using the existing shared Los Angeles-San Diego-San Luis Obispo (LOSSAN) urban rail corridor. This corridor currently supports passenger and freight rail services including Metrolink, Amtrak and BNSF Railway (BNSF). The supplemental alternatives analysis released by the Authority in November 2023 proposed a new build alternative, the shared passenger track alternative, to be further studied within the Draft Environmental Document. The Shared Passenger Track Alternative follows the same BNSF Railway corridor alignment as the previous 2018 HSR Project Alternative but would not include the Colton Intermodal Facility, as previously proposed. This alternative would reduce HSR train operations to two trains per peak hour in each direction between LAUS and ARTIC and will allow freight operations on passenger tracks.

Project Benefits

- High-speed electric trains will be powered by renewable energy, attract more riders, and will move them farther and faster with zero emissions
- Improves safety and reliability for vehicles, pedestrians, and cyclists with new grade separations
- Reduces greenhouse gas emissions and decreases traffic congestion
- Provides economic and employment benefits for the community, region and state
- Connects employees and employers

Los Angeles to Anaheim HSR Passenger Rail Corridor





Los Angeles Union Station



Anaheim Regional Transportation Intermodal Center

Investing in California's Future



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

High-Speed Rail Will Study New Grade Separations

A grade separation is a roadway that is re-aligned over or under train tracks. This will improve safety, eliminate the need for crossing gate down times, and reduce noise and congestion. The Authority will study the following grade separations along the Los Angeles to Anaheim corridor as part of the environmental process:

Santa Fe Springs/Unincorporated Los Angeles County: Pioneer Blvd

Santa Fe Springs: Norwalk Blvd, Los Nietos Rd, Rosecrans/Marquardt*, Lakeland Rd

Anaheim: E Cerritos Ave, State College Blvd

* Current Metro Project. High-Speed Rail is contributing \$77 million for the Metro-led project

WHAT IS A GRADE SEPARATION?

A grade separation is a roadway that is re-aligned over or under train tracks. Benefits of grade separations include:

Improves Safety

Grade separations eliminate conflicts between trains and vehicles, bicycles and pedestrians.



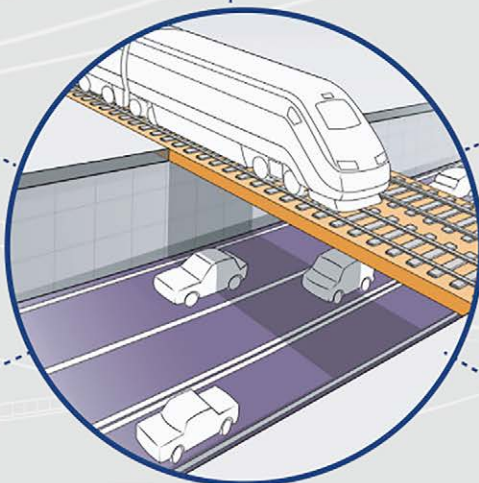
Reduces Noise

Trains do not sound horns when crossing an intersection.



Decreases Traffic Congestion

Traffic can continue to flow when a train is crossing the intersection.



Improves Train Operations Reliability

Provides an opportunity for increased passenger rail service.



Reduces Greenhouse Gas Emissions

Vehicles do not have to idle while waiting for an approaching train.

Freight Rail Staging Tracks in Hesperia or Victorville

BNSF owns the railroad right-of-way for the portion of the Shared Passenger Track Alternative between Los Angeles and Fullerton. As a long-time supportive partner of passenger rail, BNSF has worked with passenger rail service operators to allow passenger service to operate within the BNSF right-of-way.

To mitigate the anticipated construction and operational impacts of the HSR system, the Authority will evaluate possible staging tracks in the Hesperia or Victorville areas as mitigation within the Draft Environmental Document. The potential staging tracks would accommodate up to four freight trains during and after HSR construction to alleviate train congestion within the LA-A corridor.

Level III Light Maintenance Facility (LMF)

A Level III LMF is proposed in this corridor to keep train maintenance localized. The facility would ideally include a dedicated train wash track, a wheel defect detection system, inside shop tracks with inspection pits, and storage yard capacity for up to 24 train sets. Two locations will be studied:

The 15th Street Option would be along the West Bank of the Los Angeles River. This option would hold 20 single trainsets, with six shop tracks, and would be built to the west of Amtrak's current Eighth Street Yard.

The 26th Street Option would be adjacent to BNSF's Hobart Yard. This LMF option would hold 24 single trainsets and provide six shop tracks.

Future analysis of the Shared Passenger Track Alternative will evaluate the LMF options for their potential impacts, constructability, and ability to meet the project's purpose and need.

High-Speed Rail Passenger Stations

Terminus stations will be located at LAUS and ARTIC. Both stations serve as intermodal facilities, providing significant connectivity options to other high occupancy modes of transportation. In the environmental document, the potential for one intermediate high-speed rail station will be studied, with options including no intermediate station, or one station at either the Norwalk/Santa Fe Springs Metrolink Station or the Fullerton Metrolink Station.

Grade Crossings

The segment of the LA-A corridor from Fullerton to ARTIC consists of one track per direction (two tracks total). In the City of Anaheim, there are 14 grade crossings and 10 of them are at-grade. The Orange County Transportation Authority (OCTA) owns the railroad right of way, and recently upgraded all grade crossings in Anaheim with safety improvements. The Shared Passenger Track Alternative will study fewer grade separations, as shown below based on a proposed new grade crossing approach.

Previous HSR Project Alternative Design Assumptions

- 7 new grade separations
- 4 modified existing grade separations
- 1 remain at-grade
- 2 new crossing closures

Proposed Design Assumptions

- 2 new grade separations
- 4 modified existing grade separations
- 8 remain at-grade

The Proposed New Grade Crossing Approach Considers:

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

