



## Los Angeles to Anaheim Project Section

### MODIFICATIONS AT FULLERTON TRANSPORTATION CENTER



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

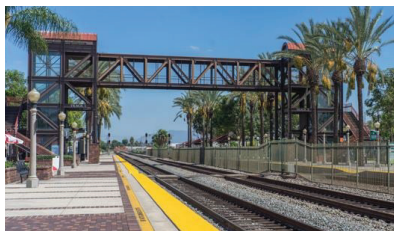
- Anaheim

### 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 (HSR). 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.



### Fullerton Transportation Center

One of the busiest transit hubs in Orange County, the Fullerton Transportation Center (station) provides both a north/south and east/west connection for passenger rail commuters. The station is served by the Amtrak Pacific Surfliner and Southwest Chief lines, the Metrolink Orange County and 91/Perris Valley Lines, and OCTA buses. The existing station consists of two side platforms, a pedestrian overpass that connects the north and south platforms, and an Amtrak station building adjacent to the north platform.

Under the Shared Passenger Track Alternatives A and B, high-speed trains would not stop at the Fullerton Metrolink/Amtrak Station. However, both alternatives require modifications to the existing passenger rail station in order to accommodate the trackwork changes needed to support HSR service within the corridor. These modifications could provide earlier benefits to all operators in the corridor if constructed as an early action project, while also building a portion of the infrastructure that would be needed for HSR operations. 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.

### Proposed Station Modifications

The current track layout at the Fullerton Transportation Center requires trains traveling to and from Riverside and Anaheim to cross several highly active tracks to reach the designated platforms, leading to service reliability and delay issues. To improve the operations of passenger and freight trains near the Fullerton Transportation Center, an early action project could resolve many of the track conflicts before HSR service begins. These modifications would better separate freight and passenger trains and allow trains traveling north/south and east/west to move more efficiently through the junction area. Additionally, this early action project would be compatible with the Fullerton Interlocker Project, which is being planned by Metrolink and the BNSF Railway.





## New Mainline Track

Currently, passenger and freight trains share three tracks through this area, leading to delays for passenger trains waiting for freight traffic to clear. To improve operations and reduce conflicts, a fourth mainline track would be added on the southern side of the corridor. This would allow passenger trains to use the two southern tracks without conflicting with the many BNSF freight trains running through the area on the two northern tracks. This separation will allow HSR, Metrolink, and Amtrak trains to pass through more efficiently and enhance overall travel reliability for both passenger and freight services.

## Platform Modifications

To improve passenger experience and station efficiency, the two existing Metrolink/Amtrak platforms on the southern side would be removed and replaced with a new center platform over Harbor Boulevard. This center platform would serve all Metrolink and Amtrak Surfliner trains that would simplify boarding, reduce transfer times, and improve overall accessibility for riders.

## New Pedestrian Underpass

The existing pedestrian bridge east of Harbor Boulevard would be removed and replaced with a new pedestrian underpass. This underpass will connect the existing northern platform, the new center platform, and the southern side of the tracks near Walnut Avenue. Access to all platforms will be provided using ramps and stairs, improving connectivity and accessibility throughout the station.

## New Railroad Bridges

A new railroad bridge would be built over Harbor Boulevard and Highland Avenue south of the existing railroad bridges to accommodate the southernmost track and modified Metrolink/Amtrak platform.



## Roadway Modifications

To accommodate the proposed station changes, Walnut Avenue would be slightly realigned, and sidewalk improvements and crosswalks would be added east of Harbor Boulevard to improve station connectivity to the neighborhood.

## 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 and available on the Authority website at [hsr.ca.gov](https://www.hsr.ca.gov).

## Other Improvement Projects in Fullerton

The Fullerton Interlocker Project is a separate project being led by Metrolink and the BNSF Railway. The project aims to reduce rail congestion and improve coordination between passenger and freight services traveling through and stopping at the station. It includes construction of a new center island platform west of the existing platforms bound by a new fourth mainline track. These improvements will help streamline rail operations and are expected to benefit future HSR service by increasing safety and efficiency between Fullerton and Los Angeles. The improvements planned as part of the HSR project in Fullerton are compatible with the Fullerton Interlocker Project.

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