

PUBLIC UTILITIES COMMISSION

320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013



January 26, 2026

ENVR 20251200006

Stefan Galvez-Abadia
Director of Environmental Services
California High-Speed Rail Authority
770 L Street, Suite 620
Sacramento, CA 95814

Re: California High-Speed Rail Project - Los Angeles to Anaheim Project Section [SCH 2007031067](#)
– Joint Document JD

Dear Stefan Galvez-Abadia,

The California Public Utilities Commission (Commission/CPUC) has jurisdiction over rail crossings (crossings) in California. CPUC ensures that crossings are safely designed, constructed, and maintained. The Commission's Rail Crossings Engineering Branch (RCEB) is in receipt of the Joint Document (JD) for the proposed California High-Speed Rail Project - Los Angeles to Anaheim Project Section. The California High-Speed Rail Authority (CAHSR) is the lead agency.

CAHSR's JD examines the 30-mile Los Angeles to Anaheim Project Section of the CAHSR project between the Los Angeles Union Station (LAUS) and the Anaheim Regional Transportation Intermodal Center (ARTIC). The section proposes two alternative designs, both of which will run along shared railroad corridors from LAUS to ARTIC with the following corridor modifications:

- Overhead catenary installation from north of the US 101 Freeway to First Street
- Two electrified tracks to be shared between CAHSR and passenger rail from First Street to the I-10 Freeway
- Two existing tracks will be electrified between the I-10 Freeway and Downey Road
- Two new tracks will be added between Downey Road and Fullerton Junction
- Two existing tracks will be electrified between Fullerton Junction and the ARTIC

The project also intends to fully grade separate the following 5 existing at-grade crossings:

Roadway Name	CPUC Number	DOT Number
Pioneer Blvd	002-152.29	027647B
Norwalk Blvd	002-153.10	027649P
Los Nietos Road	002-153.40	027650J
Cerritos Avenue	101OR-169.69	026651M
State College Blvd	101OR-170.21	026652U

The following highway-rail crossings will remain at grade or partially grade separate the crossing (CAHSR tracks grade separated with existing freight track remaining at grade):

Roadway Name	CPUC Number	DOT Number	Notes
Lakeland Ave	002-155.10	027653E	• HSR to be on aerial structure while freight rail to remain at-grade • 2 crossing incidents in the last 20 years
Orangethorpe Ave	101OR-166.18	026640A	• High volume roadway • 2 crossing incidents in the last 20 years • Within a quiet zone
La Palma Ave	101OR-167.04	026642N	• 5 crossing incidents in the last 20 years • Within a quiet zone
Sycamore St	101OR-167.44	026643V	• Potential sightline limitations due to industry and residential • 3 crossing incidents in the last 20 years • Within a quiet zone
Broadway	101OR-167.91	026645J	• Potential sightline limitations due to industry and residential • Within a quiet zone
Santa Ana St	101OR-168.06	026646R	• Potential sightline limitations due to industry and residential • 1 crossing incident in the last 20 years • Within a quiet zone
South St	101OR-168.38	026647X	• Potential sightline limitations due to industry and residential • 2 crossing incidents in the last 20 years • Within a quiet zone
Vermont Ave	101OR-168.64	026648E	• Potential sightline limitations due to industry • Within a quiet zone
Ball Rd	101OR-169.12	026649L	• Potential sightline limitations due to industry and residential • High volume roadway • 3 crossing incidents in the last 20 years • Within a quiet zone

Assuming full funding, CAHSR intends to run a total of 2 all-stop trains per hour in each direction on the segment between LAUS and ARTIC. Many of the aforementioned crossing incidents involved pedestrians, and both Ball Road and Orangethorpe Avenue are also roadways with higher vehicular

traffic volumes. Given the increase in train traffic along the corridor as well as much of the remaining at-grade crossings having reduced sightlines of the tracks due to their locations in dense residential and industry areas, CPUC recommends the entire corridor be grade separated with no at-grade highway-rail crossings. Grade separated crossings provide a greater level of safety, for both the roadway users as well as railroad employees, than at-grade highway-rail crossings. Ideally, all tracks at every at-grade crossing would be grade separated under this recommendation, but at a minimum CAHSR should consider grade separating any track it uses. The inclusion of many of the aforementioned crossings in quiet zones, where trains are not required to sound their horn, further compounds the concern of sightline limitations as pedestrians may elect to go around railroad warning devices unaware of an approaching train or trains from both directions.

Additionally, CAHSR notes that along the LAUS to ARTIC corridor, HSR will cross other railroad tracks at-grade at 5 new crossing locations, 1 in Los Angeles, 1 in Vernon, 2 in Santa Fe Springs, and 1 in Anaheim. Similar to the concerns raised with highway-rail crossings, CPUC recommends grade-separating all of these crossings to increase safety to railroad workers and train traffic.

In addition to the CAHSR station at ARTIC the project will also modify numerous railroad yards and equipment as well as the existing Norwalk/Santa Fe Springs, Fullerton, Commerce, and Buena Park Metrolink stations:

Station Name	Modifications
Norwalk	• Shift the station 350 feet east and elevate the platforms with surface access to the platforms via stairs, escalators, and elevators • Construct two new shared tracks for Metrolink and CAHSR to the platform along with a new grade-separated crossing over Imperial Hwy east of the existing BNSF crossing
Fullerton	• Fourth mainline freight track added on south side of the corridor • Construct two new shared tracks for Metrolink and CAHSR south of the existing corridor and realign Walnut Ave to account for new railroad right-of-way • Replace both existing south platforms with center platform over Harbor Blvd. • Removal of existing pedestrian bridge crossing (002-165.05-AD, 027891X) and install a pedestrian underpass linking the north platform to center platform and Walnut Ave.
Commerce	• Relocate to the northeast corner of Maple Ave. and Telegraph Rd. • Construct a center platform on the southern side of the corridor with pedestrian access via a new tunnel between the parking lot south of the station, and Sycamore St.
Buena Park	• Relocate to an area between Coyote Creek and Beach Blvd. on the southwest corner of Beach Blvd. and Stage Rd. • Construct a center platform on the northern side of the corridor with pedestrian access via a new tunnel between the parking lot north of the station.

CAHSR shall also ensure that any corridor, crossing, or station modifications comply with CPUC General Orders (GO), including GO 26-D clearance requirements. Crossing improvement projects, including signal timing modifications, require authorization from the CPUC under CPUC [General Order](#)

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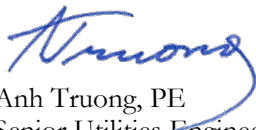
88-B (GO 88-B) while new crossings require CAHSR to submit [formal applications](#) to the Commission for authorization. CAHSR should coordinate with CPUC staff to determine which crossing modifications, including at station, rail-rail, and highway-rail crossings will require authorization through a GO 88-B request or a formal application. For example, the new pedestrian tunnels at the new Commerce and Buena Park stations will require formal applications as they are new crossings. Additionally, at the Norwalk station, the new grade-separated passenger tracks, given their distance east from the existing crossing at [Imperial Highway](#) (002-156.10-B, 027654L) will be considered a new crossing over Imperial Highway and require a formal application.

Any proposed crossing improvement project, including signal timing modifications, must also conform to the goals of the CPUC's Environmental and Social Justice Action Plan. This includes improving safety and access to transportation, improving local air quality and public health, and expanding outreach and public participation opportunities in disadvantaged communities. For more information, please visit <https://www.cpuc.ca.gov/esjactionplan>.

RCEB is available to discuss any potential safety impacts or concerns at this location and address any questions from the CAHSR.

If you have any questions, please contact Richard Le at (213) 999-9053, or richard.le@cpuc.ca.gov.

Sincerely,



Anh Truong, PE
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Rail Crossings Engineering Branch
Rail Safety Division

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