CALIFORNIA
High-Speed Rail Authority



Los Angeles to Anaheim Project Section

Final Environmental Impact Report and Proposed Combined Final Environmental Impact Statement / Record of Decision - Fall 2026

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 more than 494 miles of electrified rail, connecting San Francisco to Anaheim. This approximately 30-mile project section will connect Los Angeles Union Station (LAUS) to the Anaheim Regional Transportation Intermodal Center (ARTIC) using the existing urban Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor. The LOSSAN Rail Corridor is one of the busiest in the nation serving both freight and passenger rail and is owned by multiple agencies.

The Authority has made available the LA-A Final Environmental Impact Report (EIR) and Proposed Combined Final Environmental Impact Statement (EIS) / Record of Decision (ROD). To evaluate the potential impacts and effects of the project section, the Authority prepared a Draft EIR/EIS as a joint document to meet pertinent requirements of both the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA).

CEQA and NEPA are state and federal laws that require agencies to evaluate and disclose a project's potential environmental effects before making decisions.

For preparation of the final environmental document, the Authority decided to split the CEQA and NEPA approvals. The Final EIR and Proposed Combined Final EIS/ROD has been prepared and is being made available prior to Authority decisions at the conclusion of this project level environmental review and includes responses to public comments received on the Draft EIR/EIS.

The Final EIR and Proposed Combined Final EIS/ROD has been made available to the public on October 16, 2026 online in PDF format at the Authority's website (*www.hsr.ca.gov*). Electronic copies are also available for review at several repository locations, as listed on the Authority's website.

Authority Board Meeting

On October 28 and 29, 2026, the Authority Board of Directors will consider whether to certify the Final EIR, to take separate action to approve the project for CEQA purposes, and to direct the Authority Chief Executive Officer to execute the ROD for the LA-A Project Section, which would approve the project for NEPA purposes.

The Authority Board meeting will be conducted in person and via webinar. Please check the Authority website (www.hsr.ca.gov/about/board-of-directors/schedule) or email Los.Angeles_Anaheim@hsr.ca.gov for more information on the meeting location, agenda, and times.

The environmental analysis evaluated two build alternatives and identified Shared Passenger Track Alternative A as the Preferred Alternative.

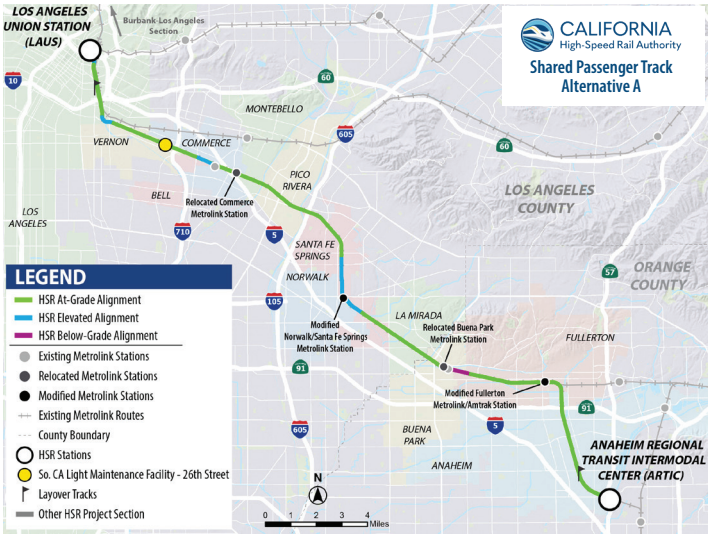
Project Benefits

- **Increase Mobility** to prepare for growth – with the state's population estimated to reach 44 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

Los Angeles to Anaheim Preferred Alternative (Shared Passenger Track Alternative A)

The introduction of high-speed rail in the LOSSAN Corridor provides the region with an opportunity to ensure the efficiency and capacity of this vital rail corridor by improving track layouts, reducing conflicts between rail and road traffic, consolidating rail storage and increasing passenger services. The Preferred Alternative, Shared Passenger Track Alternative A, would:

- Add one mainline track in some areas of the existing corridor, bringing the mainline track total to four tracks between LAUS and Fullerton
- Utilize the existing two tracks between Fullerton and ARTIC
- Electrify two of the four mainline tracks using a renewable energy source
- Improve corridor operations and safety by reducing conflicts between passenger and freight track crossings
- Introduce high-speed train service with up to two trains per peak hour/per direction during operating hours
- Modify existing passenger rail stations in Norwalk/Santa Fe Springs and Fullerton
- Relocate the Commerce and Buena Park Metrolink Stations to better serve the region
- Build grade separations in Santa Fe Springs and Anaheim
- Include a Light Maintenance Facility (LMF) at 26th Street in the City of Vernon, adjacent to BNSF's Hobart Yard
- Modify freight tracks and yards throughout the corridor, including a new consolidated storage area adjacent to Hobart Yard
- Include HSR layover tracks near LAUS and ARTIC to store and restock high-speed trains



Light Maintenance Facility (LMF)

For high-speed train maintenance in southern California, the LMF at 26th Street would include a dedicated train wash track, a wheel defect detection system, inside shop tracks with inspection pits, and storage yard capacity for HSR train sets.



Grade Crossing Configuration

Grade Crossings

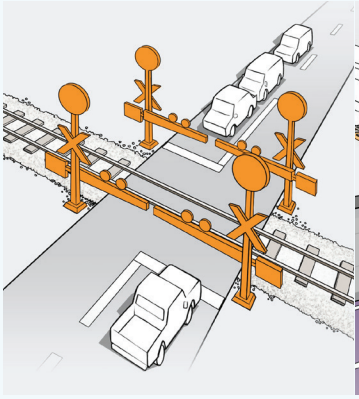
The LA-A Preferred Alternative includes a grade crossing approach that considers:

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

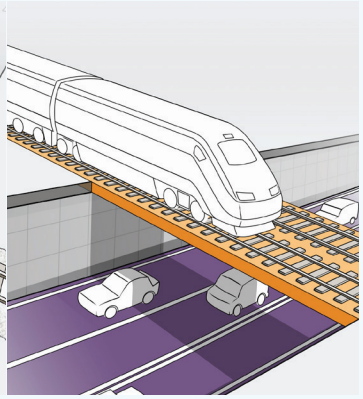
Grade Separations

A grade separation is a roadway that is realigned over or under a railway to eliminate a hazard. The Authority studied grade separations along the LA-A corridor as part of the environmental process and proposes grade separations at the following locations:

- **Santa Fe Springs/Unincorporated Los Angeles County:** Pioneer Boulevard
- **Santa Fe Springs:** Norwalk Boulevard, Los Nietos Road, Lakeland Road (partial grade separation)
- **Anaheim:** E. Cerritos Avenue, State College Boulevard



Grade Crosssing



Grade Separation



High-Speed Rail Passenger Stations

Terminus stations in the LA-A rail corridor will be located at LAUS and ARTIC. Operating as intermodal facilities, these main stations will connect passengers to other high-occupancy modes of transportation. The Preferred Alternative does not propose new HSR stations. HSR improvements to LAUS were approved as part of the HSR Burbank to Los Angeles Project Section, and the LA-A Preferred Alternative does not propose additional station modifications at this location. The LA-A Preferred Alternative would modify the ARTIC Station to allow for shared operations with HSR.

Freight Yard Modifications

In order to maintain freight capacity and operations, staging and storage tracks that would be removed throughout the corridor would be relocated to a new consolidated storage area adjacent to Hobart Yard. Consolidating freight storage tracks adjacent to Hobart Yard would reduce the miles that empty freight trains travel and improve operations for both freight and passenger rail.

HSR Layover Tracks

HSR layover tracks are used to store and restock HSR trains during the day in between service runs. They can also be used to store HSR trains overnight and to support light maintenance activities, such as daily testing and diagnostics on the HSR trains. Layover tracks are required near LAUS and ARTIC to support where high-speed trains would complete service.

Two HSR layover locations are proposed along the LA-A Project Section:

- West Bank Layover Tracks: two tracks south of LAUS parallel to the mainline tracks
- Anaheim Layover Tracks: two tracks between Ball Road and State College Boulevard parallel to the mainline tracks

Metrolink Station Modifications and Relocations

The Preferred Alternative is designed to reduce right-of-way impacts outside the corridor while improving track layout design and function. The Authority's design requires modifying the existing Metrolink Stations in Norwalk/Santa Fe Springs and Fullerton to allow for HSR trains to pass through, as well as relocating the existing Metrolink Stations in Commerce and Buena Park approximately 0.75 miles from their current locations.

Modifications to the Norwalk/Santa Fe Springs Metrolink Station include shifting the platform to the east along with the mainline tracks, which would be on a new elevated structure. The modified station would be elevated with side platforms, and a station plaza underneath.

Modifications to the Fullerton Amtrak/Metrolink Station include removing the existing southern side platforms and adding a new center platform. The existing pedestrian bridge would be replaced by a new pedestrian underpass connecting to the new center platform.

The relocation of the Commerce Metrolink Station will improve safety, rail operations, residential access, and allow for more direct transit connections. To improve corridor efficiency and blend freight and passenger operations, the relocated station will feature a passenger rail overpass. This feature allows passenger trains to travel above BNSF Commerce Yard.

The relocation of the Buena Park Metrolink Station would provide improved design functionality and minimize property acquisitions and neighborhood impacts that would result from reconfiguring the existing station.

Relocation will improve access to transit and provide opportunities for Buena Park to increase station parking.

All modified and relocated Metrolink stations would include a variety of features for station users, such as, a transit plaza, vehicle and bicycle parking, a vehicle pick-up and drop-off area, waiting areas and queuing space for rideshare vehicles, taxis and shuttle buses, and pedestrian walkway connections.





Project Development Process



*For succinctness, the Final EIR and Proposed Combined Final EIS/ROD is referred to as "Final EIR/EIS" in the process steps. The Combined Final EIS/ROD is proposed until the Authority Board directs the CEO to execute the document.

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