



Los Angeles to Anaheim Project Section

DRAFT ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT - FALL 2025

LOS ANGELES

BURBANK

PALMDALE

ANAHEIM

NORTHERN CALIFORNIA REGION

San Francisco
Salesforce
Transit Center
San Francisco
4th & King Station

Millbrae (SFO)
San Jose
Diridon Station

Gilroy

Merced

CENTRAL VALLEY REGION

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.

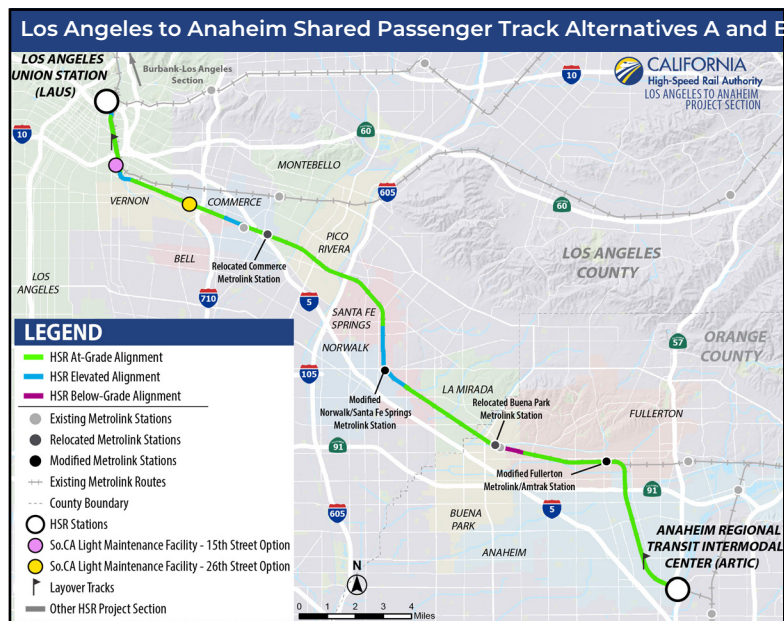
The Authority is considering the Preferred Alternative, the Shared Passenger Track Alternative A, with a Light Maintenance Facility (LMF) at 26th Street in Vernon and an additional build alternative, the Shared Passenger Track Alternative B, with a Light Maintenance Facility at 15th Street in Los Angeles in the draft environmental document. The alternatives are identical, except for the proposed location of the LMF.

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 evaluates a No Project Alternative and two Build Alternatives: Shared Passenger Track Alternative A, with a Light Maintenance Facility (LMF) at 26th Street and Shared Passenger Track Alternative B, with an LMF at 15th Street. The Authority's Preferred Alternative is Shared Passenger Track Alternative A. Although not included in the Preferred Alternative, the Draft EIR/EIS also evaluates an option for one intermediate HSR station, which would consist of adding an HSR station platform and station facilities at either the Norwalk/Santa Fe Springs Metrolink Station or the Fullerton Metrolink/Amtrak Station under both build alternatives. 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. Submit comments via:

- **Mail:**
Attn: Los Angeles to Anaheim Draft EIR/EIS Comment
California High-Speed Rail Authority
355 S. Grand Avenue, Suite 2050
Los Angeles, CA 90071
- **Website:** www.hsr.ca.gov
- **Email:** Los.Anaeles_Anaheim@hsr.ca.gov with the subject line "Los Angeles to Anaheim Draft EIR/EIS Comment"
- **Phone:** 877-669-0494
- **Oral and written comments** at Public Hearings

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



The Build Alternatives: Shared Passenger Track Alternatives A and B

The introduction of high-speed rail between Los Angeles and Anaheim 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 Shared Passenger Track Alternatives:

- 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
- Relocate the Commerce and Buena Park Metrolink Stations to better serve the region
- Grade separations in Santa Fe Springs and Anaheim
- Include a Light Maintenance Facility (LMF)
- Include layover tracks near LAUS and ARTIC to store and restock high-speed trains

Shared Passenger Track Alternative A - Preferred Alternative

The Preferred Alternative, the Shared Passenger Track Alternative A includes the features above and proposes the Light Maintenance Facility at 26th Street in Vernon. The siting of the LMF at 26th Street in the City of Vernon would be adjacent to BNSF's Hobart Yard. This LMF could hold up to 24 single trainsets and provide six shop tracks.

Shared Passenger Track Alternative B

The Shared Passenger Track Alternative B is identical to the Preferred Alternative, except proposes the LMF be located at 15th Street in Los Angeles. The siting of the LMF at 15th Street in the City of Los Angeles would be located along the West Bank of the Los Angeles River. This LMF could hold up to 20 single trainsets, with six shop tracks, and would be built to the west of Amtrak's current 8th Street Yard.

Grade Crossing Configuration

Grade Crossings

The two Build Alternatives study existing at-grade crossings along the project corridor between LAUS and ARTIC. The grade crossing approach 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

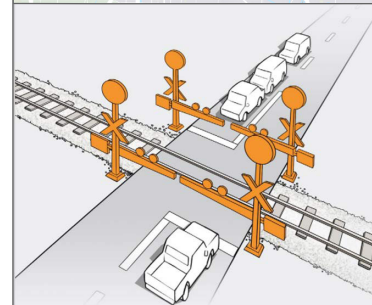
A grade separation is a roadway that is realigned over or under a railway to eliminate a hazard. The Authority will study new grade separations along the LA-A corridor as part of the environmental process. For example:

- **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

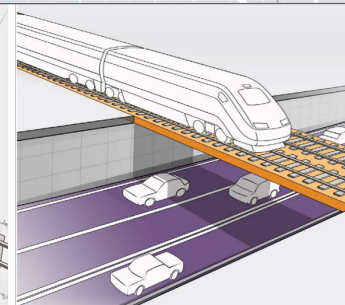
Light Maintenance Facility (LMF)

One LMF is proposed with each Build Alternative for high-speed train maintenance. The facility 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.

Design refinements to the HSR track profile and LMF trainset capacity have been identified because of ongoing value engineering review. More detail on the type of refinements considered as value engineering is found in the Preliminary Engineering for Project Definition (PEPD) General Notes.



Grade Crossing



Grade Separation

High-Speed Rail Passenger Stations

Terminus stations in the LA-A rail corridor will be located at Los Angeles Union Station (LAUS), which was studied as part of the Burbank to Los Angeles Project Section and the Metro-led Link US project, and the Anaheim Regional Transportation Intermodal Center (ARTIC). Operating as intermodal facilities, these main stations will connect passengers to other high-occupancy modes of transportation.

Layover Tracks

Layover tracks are used to store and restock HSR trains during the day in between service runs. Layover tracks are required near LAUS and ARTIC to support where high-speed trains would complete service.

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

- West Bank Layover Tracks (south of LAUS)
- Anaheim Layover Tracks (south of Ball Road)

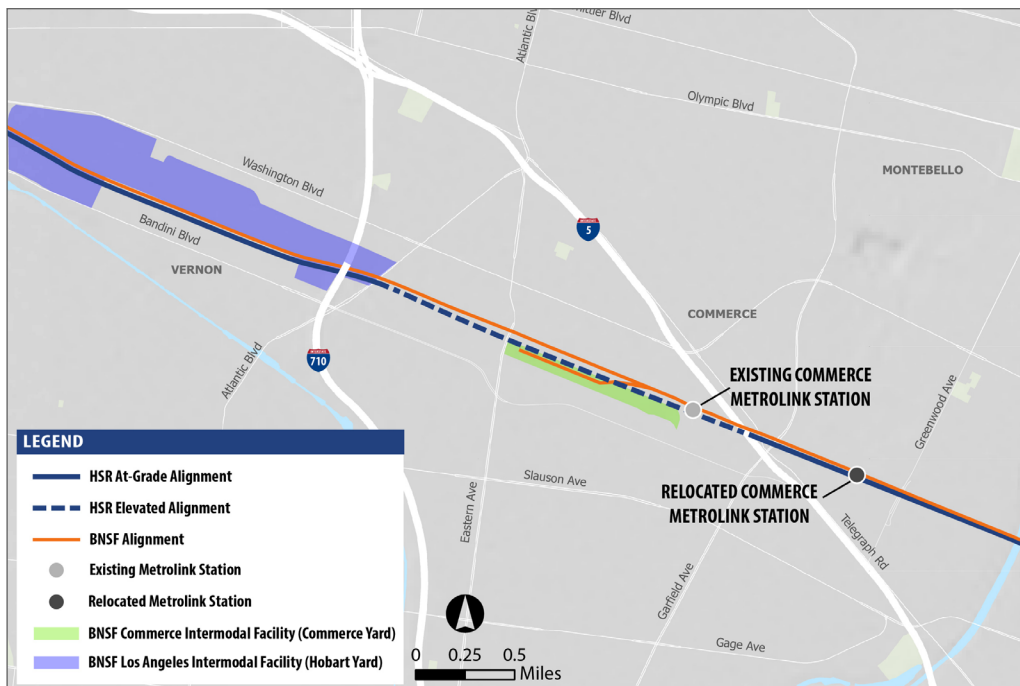
Metrolink Station Relocations

The two Build Alternatives being considered are designed to reduce right-of-way impacts outside the corridor while improving track layout design and function. The Authority's design requires the existing Metrolink Stations in Commerce and Buena Park to be relocated approximately 0.75 miles from their current locations.

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.

Both relocated Metrolink stations would feature a center platform for passenger operations, and 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 busses, and pedestrian walkway connections.

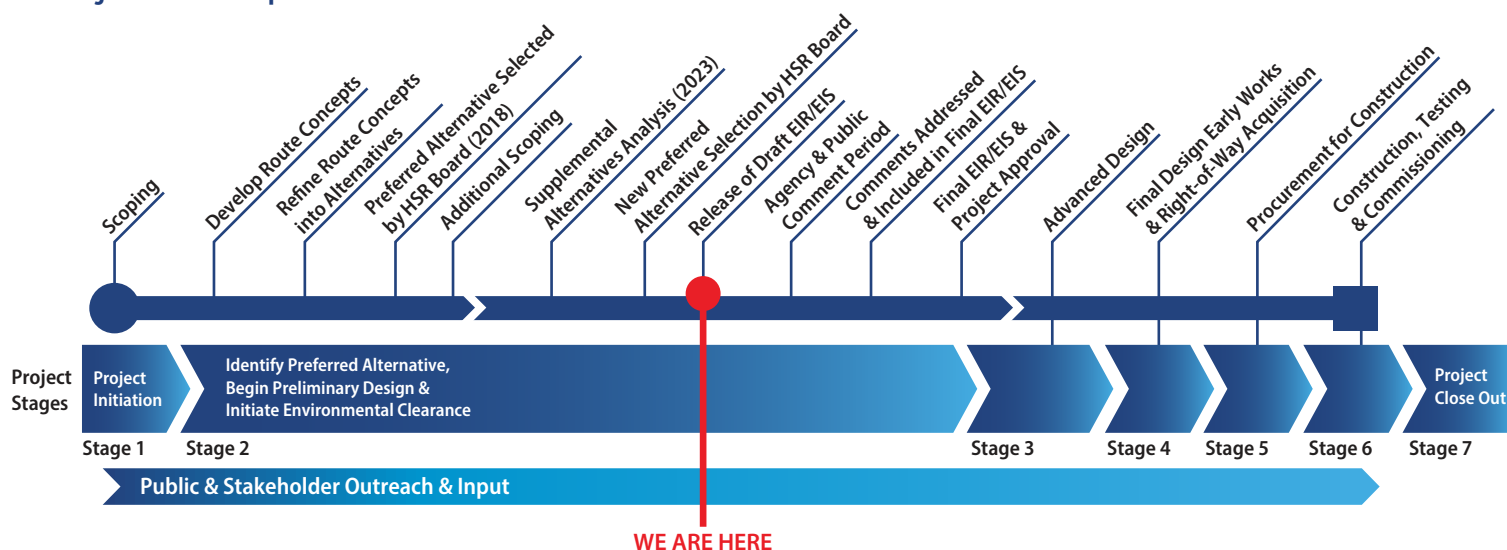


Commerce Metrolink Station Relocation



Buena Park Metrolink Station Relocation

Project Development Process



Tell Us What You Think

Get involved by visiting meethsrsoocal.org. You can:

- Ask questions
- Request a meeting with the project team
- Invite the Authority to one of your upcoming organization meetings
- Follow us on social media
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