

California High-Speed Rail Authority

# *Burbank to Los Angeles*

## *Project Section*

**Final Environmental Impact Report/  
Environmental Impact Statement**

**Appendix 3.1-C: Evaluation of Engineering  
and Design Refinements since the  
Publication of the Draft EIR/EIS**

**September 2021**



The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being or have been carried out by the State of California pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated July 23, 2019, and executed by the Federal Railroad Administration and the State of California.

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## Attachments

Attachment A: Engineering and Design Refinements Table

Attachment B: Engineering and Design Refinement Footprint Modifications Mapbook

## LIST OF ABBREVIATIONS AND ACRONYMS

APE	area of potential effects
Authority	California High-Speed Rail Authority
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
HSR	high-speed rail
MOWF	maintenance-of-way facility
NEPA	National Environmental Policy Act
SR	State Route

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## **APPENDIX 3.1-C: EVALUATION OF ENGINEERING AND DESIGN REFINEMENTS SINCE THE PUBLICATION OF THE DRAFT EIR/EIS**

### **3.1-C-1 INTRODUCTION**

This appendix provides an evaluation of the engineering and design refinements incorporated into the project plans following the publication of the Draft Environmental Impact Report/ Environmental Impact Statement (EIR/EIS). The revised project plans are provided in Volume 3 of this Final EIR/EIS. Refinements to the project design were considered and incorporated in response to comments on the Draft EIR/EIS from agencies, stakeholders, and the general public and to further avoid or minimize environmental impacts.

The analysis in Volume 1 has been updated to include the engineering and design refinements.

This appendix includes:

- A summary of the engineering and design refinements
- A summary of changes to the environmental impacts analyses in Chapters 3 through 5 resulting from the engineering and design refinements, or an explanation of why there is no change
- Consideration of the requirements for recirculating a Draft EIR under the California Environmental Quality Act (CEQA) and supplementing a Draft EIS under the National Environmental Policy Act (NEPA)

This appendix includes the following attachments:

- Attachment A: A table containing a detailed environmental review of the engineering and design refinements
- Attachment B: A mapbook providing an overview of the footprint modifications associated with the engineering and design refinements

The purpose of this appendix is to provide a summary of the changes to the environmental impact analysis between the Draft EIR/EIS and the Final EIR/EIS that are a result of the engineering and design refinements, and if those changes in environmental impacts warrant additional environmental analysis or review. The Authority has carefully considered whether any of the changes would necessitate either a recirculated Draft EIR under CEQA or a supplement to the Draft EIS under NEPA, and those conclusions are provided within Section 3.1-C-4 of this Appendix. The terminology used herein related to various “impact conclusions” takes both CEQA significance conclusions and NEPA impacts into account. As discussed in Section 3.1-C-3 below, none of the engineering and design refinements created new impacts that were not disclosed in the Draft EIR/EIS, and the impact conclusions under CEQA and NEPA presented in Chapter 3 of the Draft EIR/EIS did not change in this Final EIR/EIS.

### **3.1-C-2 SUMMARY OF ENGINEERING AND DESIGN REFINEMENTS**

Since the initiation of scoping in 2014 for the Burbank to Los Angeles Project Section EIR/EIS, the California High-Speed Rail Authority (Authority) has provided members of the public, interested organizations and stakeholders, and public agencies with ongoing opportunities to participate in the environmental review process, culminating in the public review period for the Draft EIR/EIS between May 29, 2020, and August 31, 2020. In addition to the public comment period, the Authority has continued to consult with local jurisdictions and property owners in the area, and worked closely with regulatory agencies having jurisdiction and/or permit authority over components of the project. These ongoing consultations and public comments have resulted in the engineering and design refinements, which are summarized below. Most of the refinements are small in scope and result in minor increases or decreases to the project footprint.

### **3.1-C-2-1 Design Revisions to Address Public Review Comments**

During the public review period for the Draft EIR/EIS in 2020, comments on the project were submitted by agencies, stakeholders, and the general public, many of which requested modifications to the project design. In order to be responsive to these comments on the Draft EIR/EIS, the Authority has addressed many of these requests by incorporating revisions into the project design. These revisions were determined to be consistent with the project design criteria, would represent a design improvement, and would reduce or have no change to environmental impacts and/or cost.

#### **San Fernando Bike Path (Planned Phase 3)**

The City of Burbank requested an alternate design of the planned rerouting of the San Fernando Bike Path (Planned Phase 3). The City of Burbank also objected to the Class II replacement path as mitigation for their planned Class I path and stated that a Class IV path in a different location would be acceptable mitigation for the impact to their planned bike network. In response to this comment, the Draft EIR/EIS was revised to state that if the Planned Phase 3 of the San Fernando Bike Path exists at the time of HSR construction, permanent easements required for operation of the HSR Build Alternative would reroute approximately 0.28 mile of the planned Phase 3 of the San Fernando Bike Path. Additionally, the design was modified so that this 0.28-mile portion of the planned Class I bike path would be rerouted as a Class IV separated bikeway along Victory Boulevard, approximately 600 feet to the west of the Burbank Water Reclamation Plant. Furthermore, if the planned Phase 3 of the San Fernando Bike Path does not exist at the time of construction, the Authority would either implement the proposed route or consult with the official with jurisdiction to identify an alternative route for the implementation of the planned resource.

#### **Burbank Western Channel Bike Path**

The City of Burbank objected to the disruption to the planned Burbank Western Channel Bike Path. The design was modified to avoid the need for a temporary construction easement along the bike path's planned Phase II. The temporary construction easement required for the relocation of oil and fiber-optic lines from the railroad would shift the construction of the trench farther south to avoid this conflict. Therefore, construction activities would no longer temporarily interrupt connectivity and use of the bike path, and no detours would be required.

#### **San Fernando Valley Superfund Site (Burbank)**

In comments on the Draft EIR/EIS, the Lockheed Martin Corporation and the U.S. Environmental Protection Agency (EPA) expressed concern about the Draft EIR/EIS not considering significant environmental impacts to Lockheed Martin's remedial activities in the San Fernando Valley Superfund Site along Vanowen Street. In response to this comment, the Final EIR/EIS was expanded to provide clarity related to the potential impacts of the project on the San Fernando Groundwater Basin Superfund site and the project footprint was expanded to include additional impacts. As previously included in the project design, during construction of the below-grade alignment south of the Burbank, shoofly tracks would be provided to support Metrolink operations. The proposed shoofly tracks would be aligned between Hollywood Way and Buena Vista Street outside the existing right-of-way and would result in temporary roadway impacts to Vanowen Street. Because construction of the below-grade alignment and shoofly tracks conflicts with two extraction wells, a valve vault, and ancillary infrastructure that are currently being used to supply municipal drinking water and remediate the San Fernando Valley Area 1 Superfund site, the project footprint was increased to include the necessary relocation of the extraction wells, the valve vaults, and ancillary infrastructure.

#### **Chevy Chase Drive**

The City of Glendale opposed the closure of Chevy Chase Drive and the conversion of it to a cul-de-sac and the installation of an underground pedestrian passageway. In response to this comment, the pedestrian undercrossing was modified to be a pedestrian overcrossing to address the City's concerns regarding safety.

### **San Fernando Valley Superfund Site (Glendale)**

In one of its comments on the Draft EIR/EIS, the Los Angeles Regional Water Quality Control Board expressed concerns about the Draft EIR/EIS not disclosing impacts to remedial activities in the San Fernando Valley Superfund Site. In response to this comment, the Final EIR/EIS was expanded to provide additional detail regarding the project's location within the San Fernando Groundwater Basin Superfund site and the project footprint was expanded to include additional impacts. As previously included in the project design, The Burbank to Los Angeles Project Section proposes a grade separation, with Goodwin Avenue realigned and depressed to cross under a new railroad bridge supporting the HSR and non-electrified tracks. Because construction of the new depressed roadway conflicts with an extraction well and ancillary infrastructure that are currently being used to supply municipal drinking water and remediate the San Fernando Valley Area 2 Superfund site, the project footprint was increased to include the necessary relocation of an extraction well and its ancillary infrastructure.

### **Atwater Village Radio Tower**

The Atwater Village Neighborhood council requested that a radio communication tower be relocated out of their neighborhood. The design was modified to relocate the radio communication tower further south to Glendale Boulevard, where parcels were identified as impacted in the Draft EIR/EIS.

### **Central Maintenance Facility**

In one of its comments on the Draft EIR/EIS, the Southern California Regional Rail Authority, operator of Metrolink, objected to the redesign of their Central Maintenance Facility (CMF) to accommodate HSR. The redesign at the CMF has been modified to reconfigure the various yard and maintenance facilities within the CMF to accommodate HSR, while maintaining the existing yard operations and train storage capacity. The proposed changes include reconstruction of the existing maintenance shop, which was identified for partial demolition in the Draft EIR/EIS, relocation of a progressive maintenance and wheel truing facility within the CMF, and relocation of power facilities including emergency generator and electrical substation, hazardous material storage, and oil water separator within the CMF.

### **Main Street Grade Separation**

In response to multiple comments received from the public, design modifications were made to the proposed Main Street Grade Separation to address concerns regarding street network configuration, to reduce the potential for cut-through truck traffic in residential neighborhoods, and to reduce overall property impacts. These design modifications include a redesign of the Main Street bridge on the east side of the Los Angeles so the Main Street bridge would come down to grade sooner, to the west of Clover Street, instead of at Clover Street. These design modifications also include the reconfiguration of several roadways on the east side of the Los Angeles River, including Albion Street, Gibbon Street, and Lamar Street. Avenue 17 and Clover Street would no longer be reconfigured. Additionally, these design modification would eliminate the one residential displacement previously identified in the Draft EIR/EIS and would reduce the number of nonresidential displacements from 16 to 12.

### **San Antonio Winery Signal House**

In response to concerns raised by the San Antonio Winery and the Lincoln Heights neighborhood, the footprint was reduced to account for the relocation of signal house from the San Antonio Winery parking lot.

## **3.1-C-3 CHANGES IN ENVIRONMENTAL IMPACTS DUE TO ENGINEERING AND DESIGN REFINEMENTS**

This section summarizes the changes to environmental impacts analyses resulting from the engineering and design refinements for each resource section presented in Volume 1 (Chapters 3 through 5) of this Final EIR/EIS in comparison to the impacts presented in the Draft EIR/EIS.

Tabular data showing the difference in impacts between the Draft EIR/EIS and Final EIR/EIS are provided here for key resources to provide representative examples of the changes resulting from the engineering and design refinements. While the engineering and design refinements resulted in some increases and decreases to the previously defined footprint area that was evaluated in the Draft EIR/EIS, the refinements result in an overall reduction of approximately 14 acres of permanent and temporary impacts (approximately 2 percent of the total impacts) compared to the HSR Build Alternative analyzed in the Draft EIR/EIS. Attached to this appendix is a table providing a detailed overview of each individual refinement and a summary of the environmental resources associated with the changes in footprint, as well as a mapbook illustrating the footprint modifications associated with the engineering and design refinements.

### **3.1-C-3-1 Transportation**

The engineering and design refinements were evaluated to determine if they would alter the impact conclusions within Section 3.2.6 of the Draft EIR/EIS as a result. Some restrictions to traffic flow would occur during construction of the Main Street grade separation. It is expected that full closures of Main Street would be limited in nature, and that limited access would be provided via the existing Main Street bridge structure for most of the construction timeframe for the bridge element. However, these impacts were anticipated in the Draft EIR/EIS as well. The impact conclusions presented in Sections 3.2.8 and 3.2.9 of the Draft EIR/EIS did not change in this Final EIR/EIS.

### **3.1-C-3-2 Air Quality and Global Climate Change**

The engineering and design refinements were evaluated to determine if they would alter the impact conclusions within Section 3.3.6 of the Draft EIR/EIS as a result. No changes were made to Section 3.3.6 as a result of the engineering and design refinements, therefore, the impact conclusions under CEQA and NEPA presented in Sections 3.3.8 and 3.3.9 of the Draft EIR/EIS did not change in this Final EIR/EIS.

### **3.1-C-3-3 Noise and Vibration**

The engineering and design refinements were evaluated to determine if they would alter the impact conclusions within Section 3.4.6 of the Draft EIR/EIS as a result. No changes were made to Section 3.4.6 as a result of the engineering and design refinements, therefore, the impact conclusions under CEQA and NEPA presented in Sections 3.4.8 and 3.4.9 of the Draft EIR/EIS did not change in this Final EIR/EIS.

### **3.1-C-3-4 Electromagnetic Interference and Electromagnetic Fields**

The engineering and design refinements were evaluated to determine if they would alter the impact conclusions within Section 3.5.6 of the Draft EIR/EIS as a result. No changes were made to Section 3.5.6 as a result of the engineering and design refinements, therefore, the impact conclusions under CEQA and NEPA presented in Sections 3.5.8 and 3.5.9 of the Draft EIR/EIS did not change in this Final EIR/EIS.

### **3.1-C-3-5 Public Utilities and Energy**

The discussion of impacts related to public utilities and energy was updated in Section 3.6.6 of this Final EIR/EIS to reflect the engineering and design refinements.

The engineering and design refinements resulted in minor revisions to the anticipated number of impacted water wells within the remediation infrastructure of the Burbank Operable Unit of the San Fernando Valley Superfund Site. This Final EIR/EIS was revised to identify that seven extraction wells would be affected by the refined HSR Build Alternative. Five of these wells V01, V02, V03, V04, and V07 would be protected in place and their function would not be impaired. Two other wells would require relocation (V05 and V06). The Authority would participate in the necessary coordination to avoid disruptions to potable water service.

Table 3.6-10 was updated in this Final EIR/EIS to reflect the changes in direct impacts to the number of water wells as a result of the engineering and design refinements. Previously, it was

stated that the HSR Build Alternative would impact two water wells. However, given the engineering and design refinements established at this time, it is estimated that the HSR Build Alternative could impact 43 water wells. However, adherence to the IAMFs and mitigation measures established in Section 3.6.6 would ensure that no new impacts would occur despite the increased amount of impacted infrastructure and that the accepted protocols for the protection and/or appropriate relocation of impacted infrastructure is carried out regardless of the project's design. Furthermore, HMW-IAMF#11 Stakeholder Consultation for the San Fernando Valley Groundwater Basin Superfund Site was added, which requires the Authority to coordinate with relevant stakeholders on an ongoing basis to review the permitting requirements as well as the project design and construction methods for proposed modifications to the extraction wells and ancillary infrastructure. As such, the impact conclusions under CEQA and NEPA presented in Sections 3.6.8 and 3.6.9 of the Draft EIR/EIS did not change in this Final EIR/EIS.

### **3.1-C-3-6 Biological and Aquatic Resources**

The evaluation of impacts to biological resources are largely based on a geographic information systems analysis using an overlay of the project footprint with the various mapped biological resources within the resource study areas (RSA). The engineering and design refinements result in relatively small revisions to upland vegetation and land cover type impact acreages (reflecting a net decrease in the footprint size), as summarized below:

- Temporary impacts to developed areas decreased from 216.21 acres to 207.50 acres.
- Permanent impacts to developed areas decreased from 379.97 acres to 376.46 acres.
- Temporary impacts to parks and greenway decreased from 2.00 acres to 0.22 acres.

Table 3.7-8 was updated in this Final EIR/EIS to reflect the changes in direct impacts to upland vegetation and land cover types summarized above. The overall size of the footprint was updated to reflect these changes. These relatively small changes in overall direct impacts to developed/ornamental landscape areas did not result in any altered analyses with regard to special-status plant and wildlife species, jurisdictional aquatic resources, protected habitats, or any other resource areas considered in Section 3.7 of the Draft EIR/EIS.

The impact conclusions under CEQA and NEPA presented in Sections 3.7.8 and 3.7.9 of the Draft EIR/EIS did not change in this Final EIR/EIS.

### **3.1-C-3-7 Hydrology and Water Resources**

The engineering and design refinements included in the Final EIR/EIS remain in the same RSA for hydrology and water quality. No new hydrology or water resources were impacted as a result of the engineering and design refinements. Further, the severity of impacts described in Section 3.8.6 of the Draft EIR/EIS has not increased.

The design refinements do not create new hydrology and water resources impacts that were not discussed in the Draft EIR/EIS, and the impact conclusions under CEQA and NEPA presented in Sections 3.8.8 and 3.8.9 of the Draft EIR/EIS did not change in this Final EIR/EIS.

### **3.1-C-3-8 Geology, Soils, Seismicity, and Paleontological Resources**

The majority of the engineering and design refinements included in the Final EIR/EIS remain in the same geologic units and involve the same depths of excavation as evaluated in the Draft EIR/EIS, including the refinements to the San Fernando Bike Path, the Burbank Western Channel Bike Path, the Metrolink CMF, the Main Street Grade Separation, and the relocation of the San Antonio Signal House. The engineering and design refinements related to the closure of Chevy Chase Drive and construction of a pedestrian overpass increase the depth of excavation in that area from less than 30 feet to between 50 and 60 feet; however, excavation is anticipated to remain in the same paleontologically sensitive geologic unit previously identified in the Draft EIR/EIS. The design refinement related to the alternate location for the Switching Station involves ground disturbance up to a depth of 10 feet instead of 5 feet, but will remain in the same geologic unit previously identified in the Draft EIR/EIS. However, the engineering and design refinements related to the relocation of the Superfund extraction wells, valve vaults, and ancillary

infrastructure in Burbank and Glendale involve additional ground disturbance to a greater depth (225 to 400 feet) and may impact additional geologic units not previously discussed in the Draft EIR/EIS. At present, subsurface information identifying these potentially new geologic units is not available, and the specific geologic units involved would need to be identified from boring conducted during the subsurface geotechnical testing program at a later design stage.

The engineering and design refinements do not shift the alignment closer to Alquist-Priolo Fault Zones or other earthquake faults and are not in new areas of liquefaction, soil subsidence, collapsible soils, corrosive soils, expansive soils. No known additional mineral resources would be impacted by the engineering and design refinements, and these refinements do not alter the potential for the project to be affected by surface fault rupture, seismically induced ground shaking, seismically induced flooding, seismically induced slope failure, soil erosion, or hazardous gases described in the Draft EIR/EIS.

The impact conclusions under CEQA and NEPA presented in Sections 3.9.8 and 3.9.9 of the Draft EIR/EIS did not change in this Final EIR/EIS.

### **3.1-C-3-9 Hazardous Materials and Wastes**

The discussion of impacts related to hazardous materials and wastes was updated in Section 3.10.6 of this Final EIR/EIS to reflect the engineering and design refinements.

The engineering and design refinements resulted in minor revisions to the anticipated number of impacted water wells within the remediation infrastructure of the Burbank Operable Unit of the San Fernando Valley Superfund Site. This Final EIR/EIS was revised to identify that seven extraction wells would be affected by the refined HSR Build Alternative. Five of these wells V01, V02, V03, V04, and V07 would be protected in place and their function would not be impaired. Two other wells would require relocation (V05 and V06). The Authority would participate in the necessary coordination to avoid disruptions to potable water service. Furthermore, HMW-IAMF#11 Stakeholder Consultation for the San Fernando Valley Groundwater Basin Superfund Site was added, which requires the Authority to coordinate with relevant stakeholders on an ongoing basis to review the permitting requirements as well as the project design and construction methods for proposed modifications to the extraction wells and ancillary infrastructure. As such, the impact conclusions under CEQA and NEPA presented in Sections 3.10.8 and 3.10.9 of the Draft EIR/EIS did not change in this Final EIR/EIS.

### **3.1-C-3-10 Safety and Security**

Because the engineering and design refinements do not change the horizontal HSR alignment, there was no change to the environmental impact conclusions in Section 3.11.6 of this Final EIR/EIS related to public facilities that maintain safety within the project service area, such as fire stations, government buildings, sheriff and police stations, etc. The engineering and design refinements related to changes in alignment would not preclude implementation of safety design features that would maintain trainsets within their tracks if derailment should occur, or would shut down the HSR system in the event of intrusion onto the alignment.

The impact conclusions under CEQA and NEPA presented in Sections 3.11.8 and 3.11.9 of the Draft EIR/EIS did not change in this Final EIR/EIS.

### **3.1-C-3-11 Socioeconomics and Communities**

The discussion of impacts related to socioeconomics and communities was updated in Section 3.12.6 of this Final EIR/EIS to reflect the engineering and design refinements, including the refinements made to the Main Street Grade Separation.

The engineering and design refinements resulted in minor revisions to the right-of-way necessary for construction of the HSR Build Alternative and changes to the numbers of displacements/relocations that would occur. Additionally, the Authority has added 53 estimated business displacements on a property located at 3615 N San Fernando Boulevard in Burbank that would be affected by the proposed Burbank Airport Station. Because the property was vacant at the time the displacement analysis was performed, the Draft EIR/EIS did not identify any

displacements that would result from construction of the Burbank Airport Station on this property. In the time since the displacement analysis was prepared, significant development has occurred on the site. Construction of a 1.25 million-square-foot campus known as Avion Burbank, including light industrial, office, retail, and hotel uses, is underway, with a projected completion in 2022. Since the Avion Burbank development will likely be completed and occupied prior to right-of-way acquisition and relocation activities resulting from the HSR Build Alternative, the displacement analysis has been updated to include these estimated displacements. These revisions are discussed in Section 3.12.6 of this Final EIR/EIS. In addition, revisions were made to property tax revenue losses and school district funding as a result of the engineering and design refinements as discussed under in Section 3.12.6.

The impact conclusions under CEQA and NEPA presented in Sections 3.12.8 and 3.12.9 of the Draft EIR/EIS did not change in this Final EIR/EIS.

### **3.1-C-3-12 Station Planning, Land Use, and Development**

Due to the modifications to the project footprint resulting from the engineering and design refinements and changes to parcel acquisitions and temporary construction easement areas, land use conversion acreages were updated in Section 3.13.6 of this Final EIR/EIS. Table 3.13-3, Temporary Conversion of Existing Land Uses; Table 3.13-4, Temporary Conversions of Planned Land Uses; Table 3.13-5, Permanent Conversions of Existing Land Uses; and Table 3.13-6, Permanent Conversion of Planned Land Uses from this Final EIR/EIS, are provided below to show the changes.

The impact conclusions under CEQA and NEPA presented in Sections 3.13.8 and 3.13.9 of the Draft EIR/EIS did not change in this Final EIR/EIS.

### **3.1-C-3-13 Agricultural Farmland and Forest Land**

The engineering and design refinements were evaluated to determine if they would alter the impact conclusions within Section 3.14 of the Draft EIR/EIS as a result. No changes were made to Section 3.14 as a result of the engineering and design refinements, therefore, the impact conclusions presented in Sections 3.14 of the Draft EIR/EIS did not change in this Final EIR/EIS.

### **3.1-C-3-14 Parks, Recreation, and Open Space**

No new parks, recreation, or open space resources were impacted as a result of the engineering and design refinements. Further, the severity of impacts described in Section 3.15.6 of the Draft EIR/EIS has not increased. At the Planned Burbank Western Channel Bike Path, the refinements resulted in a revision to the design for the relocation of oil and fiber-optic lines that would shift the construction trench required in this location. This revision to the design would remove the need for a temporary construction easement along the planned bike path. Therefore, construction activities would avoid any conflict with this resource requiring a detour. The refinements would maintain connectivity and improve conditions for potential users of the planned bike path compared to what was evaluated in the Draft EIR/EIS.

The impact conclusions under CEQA and NEPA presented in Sections 3.15.8 and 3.15.9 of the Draft EIR/EIS have not changed in this Final EIR/EIS.

**Table 3.13-1 Temporary Conversion of Existing Land Uses**

Alternative	Land Use Type <sup>1</sup>								Grand Total
	Commercial	Community Facilities <sup>2</sup>	Industrial	Open Space and Recreation	Railroads	Residential	Transportation, Communications, and Utilities	Vacant	
Land Temporarily Converted for HSR Build Alternative Use (acres)	12.2 [12.1]	34.3 [34.2]	33.7 [28.8]	1.3 [1.3]	1.5 [0.9]	2.9 [2.9]	24.9 [23.6]	6.3 [9.3]	<b>117.1</b> <b>[113.1]</b>
Total Existing Land Uses in the RSA (acres)	352.3 [496.1]	242.2 [256.4]	628.0 [653.9]	27.5 [28.7]	275.5 [1,384.7]	190.6 [863.4]	570.3 [665.1]	53.9 [56.4]	<b>2,342.7<sup>3</sup></b> <b>[4,407.23]</b>
Percentage of Existing Land Use in the RSA Temporarily Converted for Construction of the HSR Build Alternative	3.5% [2.4%]	14.1% [13.3%]	5.4% [4.4%]	4.7% [4.5%]	0.6% [0.1%]	1.5% [0.3%]	4.4% [3.5%]	11.7% [16.5%]	<b>5.0%</b> <b>[2.6%]</b>

Source: California High-Speed Rail Authority, 2021

<sup>1</sup> Values are rounded to the nearest decimal place; therefore, the grand totals are rounded as well.

<sup>2</sup> The Community Facilities land use designation includes public facilities, government offices, police and sheriff stations, fire stations, major medical health care facilities, religious facilities, public parking facilities, special use facilities, correctional facilities, special care facilities, other special use facilities, and other public facilities.

<sup>3</sup> Reflects the fact that the RSA includes 2.5 acres of land currently occupied by Mixed Commercial and Industrial uses and Mixed Residential and Commercial uses, which would not be subject to temporary conversion by the HSR Build Alternative.

Information provided in brackets represents the information provided in the Draft EIR/EIS. Information outside of the brackets is the information provided in this Final EIR/EIS.

HSR = high-speed rail

RSA = resource study area

**Table 3.13-2 Temporary Conversions of Planned Land Uses**

Alternative	Land Use Type <sup>1</sup>								Grand Total
	Commercial	Community Facilities <sup>2</sup>	Industrial	Mixed Commercial and Industrial	Mixed Residential and Commercial	Railroads	Residential	Transportation, Communications, and Utilities	
Land Temporarily Converted for HSR Build Alternative Use (acres)	19.0 [19.4]	7.4 [6.5]	59.1 [57.1]	1.7 [1.7]	3.2 [3.1]	2.1 [1.0]	2.9 [2.8]	21.8 [21.3]	<b>117.1</b> <b>[112.9]</b>
Total Planned Land Uses in the RSA (acres)	218.3 [795.5]	212.0 [212.1]	830.8 [967.3]	71.4 [85.4]	102.6 [102.6]	275.5 [1,384.7]	202.9 [428.8]	314.1 [314.1]	<b>2,342.7<sup>3</sup></b> <b>[4,407.2]</b>
Percentage of Planned Land Use in the RSA Temporarily Converted for Construction of the HSR Build Alternative	8.7% [2.4%]	3.5% [3.1%]	7.1% [5.9%]	2.4% [2.0%]	3.1% [3.0%]	0.8% [0.1%]	1.4% [0.7%]	6.9% [6.8%]	<b>5.0%</b> <b>[2.6%]</b>

Source: California High-Speed Rail Authority, 2021

<sup>1</sup> Values are rounded to the nearest decimal place; therefore, the grand totals are rounded as well.

<sup>2</sup> The Community Facilities land use designation includes public facilities, government offices, police and sheriff stations, fire stations, major medical health care facilities, religious facilities, public parking facilities, special use facilities, correctional facilities, special care facilities, other special use facilities, and other public facilities.

<sup>3</sup> Reflects the fact that the RSA includes 115.2 acres of land planned for Open Space and Recreation, which would not be subject to temporary conversion by the HSR Build Alternative.

Information provided in brackets represents the information provided in the Draft EIR/EIS. Information outside of the brackets is the information provided in this Final EIR/EIS.

HSR = high-speed rail

RSA = resource study area

**Table 3.13-3 Permanent Conversions of Existing Land Uses**

Alternative	Land Use Type <sup>1</sup>								Grand Total
	Commercial	Community Facilities <sup>2</sup>	Industrial	Mixed Commercial and Industrial	Railroads	Residential	Transportation, Communications, and Utilities	Vacant	
Land Permanently Converted for HSR Build Alternative Use (acres)	10.7 [10.7]	13.0 [14.5]	93.4 [95.5]	1.7 [1.7]	7.2 [1.3]	4.4 [4.4]	14.0 [15.7]	7.4 [8.7]	<b>151.8</b> <b>[152.5]</b>
Total Existing Land Uses in the RSA (acres)	352.3 [496.1]	242.2 [256.4]	628.0 [653.9]	2.2 [2.2]	275.5 [1,384.7]	190.6 [863.4]	570.3 [665.1]	53.9 [56.4]	<b>2,342.7<sup>3</sup></b> <b>[4,407.2]</b>
Percentage of Existing Land Use in the RSA Permanently Converted for the HSR Build Alternative	3.0% [2.2%]	5.4% [5.7%]	14.9% [14.6%]	78.8% [77.3%]	2.6% [0.1%]	2.3% [0.5%]	2.5% [2.4%]	13.7% [15.4%]	<b>6.5%</b> <b>[15.4%]</b>

Source: California High-Speed Rail Authority, 2021

<sup>1</sup> Values are rounded to the nearest decimal place; therefore, the grand totals are rounded as well. Excludes land currently used for railroads.

<sup>2</sup> Community facilities include public facilities, government offices, police and sheriff stations, fire stations, major medical health care facilities, religious facilities, public parking facilities, special use facilities, correctional facilities, special care facilities, other special use facilities, and other public facilities.

<sup>3</sup> Reflects the fact that the RSA includes 27.8 acres of land currently occupied by Mixed Residential and Commercial and by Open Space and Recreation, which would not be subject to permanent conversion by the HSR Build Alternative.

Information provided in brackets represents the information provided in the Draft EIR/EIS. Information outside of the brackets is the information provided in this Final EIR/EIS.

HSR = high-speed rail

RSA = resource study area

**Table 3.13-4 Permanent Conversion of Planned Land Uses**

Alternative	General Plan-Designated Land Use Types Subject to Permanent Conversion <sup>1</sup>								
	Commercial	Community Facilities <sup>2</sup>	Industrial	Mixed Commercial and Industrial	Mixed Residential and Commercial	Railroads	Residential	Transportation, Communications, and Utilities	Grand Total
Land Permanently Converted for HSR Build Alternative (acres)	2.8 [2.9]	6.1 [4.9]	110.1 [116.4]	10.5 [10.5]	2.3 [2.3]	16.2 [10.3]	3.2 [3.2]	0.3 [2.0]	<b>151.8</b> <b>[152.5]</b>
Total Planned Land Uses in the RSA (acres)	218.3 [795.5]	212.0 [212.1]	830.8 [967.3]	71.4 [85.4]	102.6 [102.6]	275.5 [1,384.7]	202.9 [428.8]	314.1 [314.1]	<b>2,342.7<sup>3</sup></b> <b>[4,407.2]</b>
Percentage of Planned Land Use in the RSA Permanently Converted by the HSR Build Alternative	1.3% [0.4%]	2.9% [2.3%]	13.3% [12.0%]	14.7% [12.3%]	2.2% [2.2%]	5.9% [0.7%]	1.6% [0.7%]	0.1% [0.6%]	<b>6.5%</b> <b>[3.5%]</b>

Source: California High-Speed Rail Authority, 2021

<sup>1</sup> Values are rounded to the nearest decimal place; therefore, the grand totals are rounded as well. Excludes land designated for railroads.

<sup>2</sup> The Community Facilities land use designation includes public facilities, government offices, police and sheriff stations, fire stations, major medical health care facilities, religious facilities, public parking facilities, special use facilities, correctional facilities, special care facilities, other special use facilities, and other public facilities.

<sup>3</sup> Reflects the fact that the RSA includes 115.2 acres of land planned for Open Space and Recreation, which would not be subject to permanent conversion by the HSR Build Alternative.

HSR = high-speed rail

RSA = resource study area

### **3.1-C-3-15 Aesthetics and Visual Quality**

No new visual simulations have been included as a result of the engineering and design refinements. The description of the proposed Main Street Grade separation was updated to be consistent with the engineering and design refinements, but the overall impact conclusion for key viewpoint 20 did not change beyond what was included in the Draft EIR/EIS.

The impact conclusions under CEQA and NEPA presented in Sections 3.16.8 and 3.16.9 of the Draft EIR/EIS have not changed in this Final EIR/EIS.

### **3.1-C-3-16 Cultural Resources**

Due to the change in footprint resulting from the engineering and design refinements, the area of potential effects (APE) for both archaeological resources and built environment resources was modified. Section 3.17 of this Final EIR/EIS was updated to present the effect conclusions for any potential new properties within the APE, as well as effects conclusions for properties previously analyzed where the refinements could have potentially resulted in changes to the effects.

For the built environment, there are changes in the project footprint in the vicinity of Main Street in Los Angeles. Digital reconnaissance and field survey of the area added to the revised APE identified one new built environment resource that is more than 50 years old (1600 Naud Street, built 1925). Visual observation, building permit records, and assessor data confirmed this property is a substantially altered industrial building with no reasonable potential to meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR). This resource is not eligible for listing in the NRHP or CRHR and was recorded using the streamlined documentation method. The one new resource in the revised APE is not a historic property for Section 106 or a historical resource for CEQA, and therefore an addendum to the Finding of Effect is not required.

For archaeological historic properties within the revised APE, no new previously recorded resources were identified within the 4.58-acre expansion of the APE.

Impacts to the added archaeological and built environment resources would be less than significant under CEQA. Because the project was already determined to have adverse effects on archaeological resources and built environment resources, the impact conclusions under CEQA and NEPA presented in Sections 3.17.8 and 3.17.9 of the Draft EIR/EIS have not changed in this Final EIR/EIS.

### **3.1-C-3-17 Regional Growth**

The RIMS II modeling performed in support of the construction analysis of regional growth impacts in the Draft EIR/EIS is based on construction costs and construction schedule. Based on the updated cost estimate described below under Project Costs and Operations, it is not anticipated that the engineering and design refinements described above would appreciably change either construction costs or the construction schedule.

The overall impact conclusions included in Sections 3.18.7 of the Draft EIR/EIS have not changed in this Final EIR/EIS.

### **3.1-C-3-18 Cumulative Impacts**

The changes in impacts resulting from the engineering and design refinements described above have been included in the cumulative impacts analysis, and the updated analysis did not materially affect the conclusions presented in the Draft EIR/EIS.

The cumulative impact conclusions included in Section 3.19.10 of the Draft EIR/EIS have not changed in this Final EIR/EIS.

### **3.1-C-3-19 Section 4(f)/6(f) Evaluations**

Engineering and design refinements were able to shift the location of temporary impact areas and avoid the Burbank Western Channel Bike Path compared to what was discussed in the Draft

EIR/EIS. The HSR Build Alternative would result in a permanent incorporation of the San Fernando Railroad Bike Path (Planned) and de minimis impacts to the following parks and recreational resources: San Fernando Bike Path (Planned Phase 3), Los Angeles River Bike Path (Planned Extension), Rio de Los Angeles State Park, and Albion Riverside Park. Engineering and design refinements did not result in the inclusion of any additional properties that are listed or eligible for listing in the National Register of Historic Places or the California Register of Historical Resources. Engineering and design refinements also did not impact any lands or facilities acquired with funds from the Land and Water Conservation Fund; therefore, the discussion under Section 6(f) in this Final EIR/EIS has not changed.

### 3.1-C-3-20 Environmental Justice

The engineering and design refinements were incorporated into the analysis of disproportionately high and adverse environmental and health impacts to minority and low-income populations. Because there were only minor modifications and refinements to the various analyses included in Chapters 3 through 5 of this Final EIR/EIS, no change was made to the overall impact conclusions for any resource discussed in Chapter 3 of this Final EIR/EIS. The overall conclusions presented in Section 5.9, California High-Speed Rail Authority's Environmental Justice Determination, of the Draft EIR/EIS remain valid. No revisions to the overall conclusions and determinations were made in this Final EIR/EIS.

### 3.1-C-3-21 Project Costs and Operations

Based on the relatively minor adjustments to the design resulting from the engineering and design refinements compared to the magnitude of the costs of the entirety of the Burbank to Los Angeles Project Section, and because several refinements resulted in cost savings, the costs shown in Table 6-1 of this Final EIR/EIS are similar to the costs presented in Table 6-1 of the Draft EIR/EIS. Table 6-1, which has been modified to show the costs provided in the Draft EIR/EIS in brackets along with the updated costs, is provided below. It is important to note that the costs presented in the Draft EIR/EIS were in 2016 dollars, whereas the updated costs presented in this Final EIR/EIS are in 2020 dollars.

**Table 6-1 Capital Cost of the Burbank to Los Angeles Alternative (2018\$ in millions)**

FRA Standard Cost Categories	HSR Build Alternative
10 Track Structures and Track	[\$1,286] \$1,471
20 Stations, Terminals, Intermodal	[\$134] \$93
30 Support Facilities: Yards, Shops, Administrative Buildings	[\$57] \$104
40 Sitework, Right-of-Way, Land, Existing Conditions	[\$1,516] \$1,976
50 Communications and Signaling	[\$51] \$57
60 Electric Traction	[\$65] \$69
70 Vehicles	Considered a systemwide cost and not included as part of the HSR Build Alternative
80 Professional Services	[\$318] \$395
90 Unallocated Contingency	[\$127] \$155
100 Finance Charges	Estimate to be developed prior to construction
<b>Total</b>	<b>[\$3,554] \$4,319</b>

Source: Appendix 6-B: PEPD Record Set Capital Cost Estimate Report

All updated costs are in first-quarter 2020 dollars (rounded to the nearest \$million). Allocated contingency is included in the unit costs.

HSR = high-speed rail

### 3.1-C-4 CEQA/NEPA CONSIDERATIONS OF THE ENGINEERING AND DESIGN REFINEMENTS

As discussed above, the engineering and design refinements resulted in refinements to certain project design features, some of which in turn resulted in minor changes to the environmental impacts discussed in Chapters 3 through 5 of this Final EIR/EIS. As discussed below, the Authority gave careful consideration to whether the engineering and design refinements themselves or the changes to the environmental impacts warranted recirculation of the Draft EIR under CEQA and/or supplementation of the Draft EIS under NEPA. The following sections explain the rationale for why the Authority determined that recirculation of the EIR or supplementation of the EIS due to the engineering and design refinements was not necessary.

#### 3.1-C-4-1 CEQA

CEQA Guidelines Section 15088.5, Recirculation of an EIR Prior to Certification, states that “a lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the Draft EIR for public review under Section 15087 but before circulation...new information added to an EIR is not “significant” unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect...” The Guidelines go on to specifically cite examples of significant new information requiring recirculation, which include:

- A new significant environmental impact would result from the project or from implementation of a new mitigation measure.
- There would be a substantial increase in the severity of an environmental impact (unless mitigation is adopted that reduces the level to insignificant).
- A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the project’s significant environmental impacts, but the project’s proponents decline to adopt it.
- The Draft EIR was so inadequate that meaningful public review and comment could not occur.

The engineering and design refinements described above in Section 3.1-C-2 of this appendix include refinements to the HSR Build Alternative described in the Draft EIR/EIS. These refinements were made in response to public review comments, to minimize environmental impacts, to further improve the safety of the design, or to reduce cost where possible. These modifications refine the design features of the HSR Build Alternative evaluated in the Draft EIR/EIS, but they do not change the fundamental project description of the construction, operation, and maintenance of an electrified high-speed train between Burbank and Los Angeles presented in Chapter 2 of the Draft EIR/EIS. The engineering and design refinements do not change the horizontal alignment of the HSR Build Alternative, nor do they change the design and location of the two stations in Burbank and Los Angeles.

As discussed in Section 3.1-C-3 of this appendix and demonstrated in Volume 1 of this Final EIR/EIS, although some updates to impact data and calculations have been made in this Final EIR/EIS, the overall analysis, conclusions, and CEQA significance determinations have not changed from those presented in the Draft EIR/EIS. No new significant environmental impacts have been identified, and no substantial increase in the severity of an environmental impact already identified has resulted from the incorporation of the engineering and design refinements into the project design.

Based on the above considerations, the Authority concluded that the Draft EIR did not need to be recirculated.

### 3.1-C-4-2 NEPA

Under NEPA, a supplemental Draft EIS is required if the agency makes substantial changes in the proposed action that are relevant to environmental concerns, or there are significant new circumstances or new information relevant to environmental concerns and bearing on the proposed action and its impacts (Code of Federal Regulations Title 40, Part 1502.9(c)).<sup>1</sup>

The engineering and design refinements are within the spectrum of alternative discussed in the Draft EIS. The refinements resulted in some increases and decreases to the previously defined footprint area that was evaluated in the Draft EIR/EIS. The result in an overall reduction of approximately 14 acres of permanent and temporary impacts (approximately 2 percent of the total impacts) compared to the HSR Build Alternative analyzed in the Draft EIR/EIS.

The engineering and design refinements consist of modifications to facilities already proposed and evaluated in the Draft EIR/EIS, including the redesign of the CMF and the Main Street grade separation. The engineering and design refinements do not alter the northern or southern termini or the horizontal alignment of the Burbank to Los Angeles Project Section. The engineering and design refinements do result in slight adjustments to local road reconfigurations where needed. The engineering and design refinements do not introduce any new project elements or substantially alter the range of alternatives analyzed in the Draft EIR/EIS (HSR Build Alternative and the No Project Alternative), and many of the refinements were in response to public comments or intended to reduce environmental impacts or project costs. As such, the refinements are qualitatively within the spectrum of the alternatives analyzed in the Draft EIR/EIS.

As discussed in Section 3.1-C-3 of this appendix and demonstrated in Volume 1, although some updates to impact data and calculations have been made in this Final EIR/EIS, the overall analysis and conclusions have not changed from those presented in the Draft EIR/EIS. No new significant environmental impacts have been identified, and no substantial increase in the context or intensity of an environmental impact already identified has resulted from the incorporation of the engineering and design refinements into the project design.

Based on the above considerations, the Authority concluded that the Draft EIS did not need to be supplemented.

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<sup>1</sup> The Council on Environmental Quality (CEQ) issued new regulations, effective September 14, 2020, updating the NEPA implementing procedures at 40 CFR 1500-1508. However, because this project initiated the NEPA process before September 14, 2020, it is not subject to the new regulations. The Authority is relying on the regulations as they existed prior to September 14, 2020. Therefore, all citations to CEQ regulations in this environmental document refer to the 1978 regulations, pursuant to 40 CFR 1506.13 (2020) and the preamble at 85 Fed. Reg. 43340.

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## ATTACHMENT A: ENGINEERING AND DESIGN REFINEMENTS TABLE

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Pin #	Station	NB or SB Side	Addition/Reduction	Description	Area (SF)	Environmental Resources
<b>Main Street</b>						
180	368360	SB	N/A	Adjusted utility easement to account for electrical utility relocation needed to avoid conflict with west bank bridge construction.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
181	3685+50	SB	N/A	Design refinement for dedicated utility easement needed for relocated fiber, sewer, water, gas, and electrical lines to avoid conflict with roadway overpass retaining wall construction.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
182	3686+25	SB	N/A	Design refinement for dedicated utility easement needed for relocated fiber, sewer, water, gas, and electrical lines to avoid conflict with roadway overpass retaining wall construction.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
183	3690+26	SB	N/A	Design refinement for dedicated utility easement needed for relocated fiber, sewer, water, gas, and electrical lines to avoid conflict with roadway overpass retaining wall construction.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
362	3686+77	SB	N/A	Design refinement in response to stakeholder coordination to guarantee access to an unobstructed facility/parcel during HSR construction.	N/A	A portion of footprint addition is outside of the 2019 APE boundary and was added to the APE boundary updated in the APE modification memorandums (2021)
184	3688+24	SB	N/A	Design refinement for dedicated utility easement needed for relocated fiber, sewer, water, gas, and electrical lines to avoid conflict with roadway overpass retaining wall construction.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
185	3687+04	SB	N/A	Design refinement for dedicated utility easement needed for relocated fiber, sewer, water, gas, and electrical lines to avoid conflict with roadway overpass retaining wall construction.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
186	3685+43	SB	Addition	Design refinement in response to stakeholder coordination to guarantee access to an unobstructed facility/parcel during HSR construction.	26,532	A portion of footprint addition is outside of the 2019 APE boundary and was added to the APE boundary updated in the APE modification memorandums (2021)
187	3691+74	SB	Addition	Footprint addition for dedicated utility easement needed for relocated fiber, gas, and electrical lines avoiding conflict with roadway overpass retaining wall construction.	1,111	This footprint addition is within the 2019 APE boundary.
192	3689+73	SB	Addition	Footprint addition needed to support a newly identified utility easement located to the east of Main Street. Utility easement would support the relocated fiber, water, and electrical lines relocated to avoid conflict with the roadway overpass retaining wall construction.	3,159	A portion of footprint addition is outside of the 2019 APE boundary and was added to the APE boundary updated in the APE modification memorandums (2021)
196	3686+53	NB	Addition	Footprint addition to account for the Lamar Street/Main Street connection and construction of roadway on retained fill. Modifications include a relocated access and potential reconfiguration of concrete ready mix facility operations.	20,543	A portion of footprint addition is outside of the 2019 APE boundary and was added to the APE boundary updated in the APE modification memorandums (2021)
199	3684+25	NB	N/A	Design refinement in response to revised roadway design at Main Street and Lamar Street. Impacted parcel is no longer considered an acquisition, but a temporary construction easement.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.

200	3684+25	NB	N/A	Design refinement in response to the revised roadway design at Lamar Street and Main Street and the need to create a pedestrian connection from the proposed elevated walk to ground level, as well as the relocation sanitary sewer. Impacted parcel (San Antonio Winery Building) is no longer experiencing vehicular access restrictions associated with the loss of the Lamar and Main Street roadway connection.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
202	3684+25	NB	Addition	Design refinement in response to the revised roadway design at Main Street and the need to create a pedestrian connection from the proposed elevated walk to ground level. The parcel would experience additional impacts within the same temporary construction easment because of the pedestrian connection.	538	A portion of footprint addition is outside of the 2019 APE boundary and was added to the APE boundary updated in the APE modification memorandums (2021)
203	3684+25	NB	N/A	Design refinement in response to the revised roadway design at Main Street and the need to create a pedestrian connection from the proposed elevated walk to ground level. The parcel would experience additional impacts within the same temporary construction easment because of the pedestrian connection.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
204	3684+25	NB	Addition	Footprint addition in response to the revised roadway design at Main Street, including relocation of a driveway, construction of retaining walls for the overpass, and relocation of sanitary sewer.	1,263	A portion of footprint addition is outside of the 2019 APE boundary and was added to the APE boundary updated in the APE modification memorandums (2021)
205	3684+25	NB	Addition	Footprint addition in response to the revised roadway design at Main Street, including relocation of a driveway, construction of retaining walls for the overpass, and relocation of sanitary sewer	3,770	A portion of footprint addition is outside of the 2019 APE boundary and was added to the APE boundary updated in the APE modification memorandums (2021)
206	3684+25	NB	Addition	Footprint addition in response to the revised roadway design at Main Street, including relocation of a driveway, construction of retaining walls for the overpass, and relocation of sanitary sewer	4,772	A portion of footprint addition is outside of the 2019 APE boundary and was added to the APE boundary updated in the APE modification memorandums (2021)
208	3684+25	NB	N/A	Design refinement in response to the revised roadway design at Main Street and the need to create a pedestrian connection from the proposed elevated walk to ground level. The parcel would experience additional impacts within the same temporary construction easment because of the pedestrian connection.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
209	3687+55	NB	N/A	Design refinement to account for the Lamar and Main Street connection and construction of the roadway on retained fill. Modifications include a reconstructed driveway at Lamar Street and reconfiguration of concrete ready mix facility operations surface parking lot.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
363	3689+37	NB	Reduction	Footprint reduction to account for removal of cul de sac reconfiguration associated with previously considered Lamar to Clover Street connection.	-368	Reduction in the environmental project footprint.
364	3682+08	NB	Reduction	Footprint reduction associated with removal of South Avenue 17 connection to Main Street.	-1,894	Avoidance of a previously identified full acquisition.
366	3682+08	NB	N/A	Removal of South Avenue 17 connection to Main Street and the related parcel access restrictions.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.

367	3682+00	NB	N/A	Removal of South Avenue 17 connection to Main Street and the related parcel access restrictions.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
368	3682+60	NB	Reduction	Footprint reduction associated with removal of South Avenue 17 connection to Main Street.	-8,237	Avoidance of a previously identified full acquisition.
214	3682+50	NB	N/A	Reduced width of bridge construction easement needed to construct the retaining wall supporting the Main Street grade separation.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
214	3682+50	NB	N/A	Design refinement to account for a dedicated utility easement needed to support relocated fiber and electrical lines avoiding conflict with Main Street Grade Sep.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
215	3682+50	NB	N/A	Reduced width of bridge construction easement needed to construct the retaining wall supporting the Main Street grade separation.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
215	3682+50	NB	N/A	Design refinement to account for a dedicated utility easement needed to support relocated fiber and electrical lines avoiding conflict with Main Street Grade Sep.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
216	3682+50	NB	N/A	Reduced width of bridge construction easement needed to construct the retaining wall supporting the Main Street grade separation.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
216	3682+50	NB	N/A	Design refinement to account for a dedicated utility easement needed to support relocated fiber and electrical lines avoiding conflict with Main Street Grade Sep.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
217	3682+50	NB	N/A	Reduced width of bridge construction easement needed to construct the retaining wall supporting the Main Street grade separation.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
217	3682+50	NB	N/A	Design refinement to account for a dedicated utility easement needed to support relocated fiber and electrical lines avoiding conflict with Main Street Grade Sep.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
218	3682+50	NB	N/A	Reduced width of bridge construction easement needed to construct the retaining wall supporting the Main Street grade separation.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
218	3682+50	NB	N/A	Design refinement to account for a dedicated utility easement needed to support relocated fiber and electrical lines avoiding conflict with Main Street Grade Sep.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
369	3682+50	NB	Reduction	Footprint reduction associated with removal of South Avenue 17 connection to Main Street.	1,435	Avoidance of a previously identified full acquisition.

219	3682+50	NB	N/A	Reduced width of bridge construction easement needed to construct the retaining wall supporting the Main Street grade separation.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
219	3682+50	NB	N/A	Design refinement to account for a dedicated utility easement needed to support relocated fiber and electrical lines avoiding conflict with Main Street Grade Sep.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
264	3681+40	NB	N/A	Design refinement to include an additional temporary construction easement needed to support a revised roadway/cul de sac design at Albion Street as part of the revised Main Street Grade Separation.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
265	3682+75	NB	N/A	Reduced width of bridge construction easement needed to construct the retaining wall supporting the Main Street grade separation.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
265	3682+75	NB	N/A	Design refinement to account for a dedicated utility easement needed to support relocated fiber and electrical lines avoiding conflict with Main Street Grade Sep.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
266				Reduced width of bridge construction easement needed to construct the retaining wall supporting the Main Street grade separation.		Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
266	3683+05	NB	N/A		N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
266	3683+05	NB	N/A	Design refinement to account for a dedicated utility easement needed to support relocated fiber and electrical lines avoiding conflict with Main Street Grade Sep.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
267	3682+55	NB	N/A	Reduced width of bridge construction easement needed to construct the retaining wall supporting the Main Street grade separation.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
267	3682+55	NB	N/A	Design refinement to account for a dedicated utility easement needed to support relocated fiber and electrical lines avoiding conflict with Main Street Grade Sep.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
370	3685+18	SB	N/A	Design refinement to account for dedicated utility easements for electrical and fiber lines at Wilhardt Street and Main Street needed to avoid conflict with the proposed Main Street Grade Separation.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
371	3684+86	NB	N/A	Design refinement to account for dedicated utility easements for electrical and fiber lines along Main Street needed to avoid conflict with the proposed Main Street Grade Separation.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
372	3684+86	NB	Reduction	Footprint reduction to account for removal of roadway impacts at South Avenue 17/Main Street connection, Clover Street/Main Street connection, and along Lamar Street due to the increase of vertical grade to 6% on Main Street east approach.	-128,479	Reduction in the environmental project footprint.
373	3684+86	NB	Addition	Footprint addition to account for roadway impacts from the proposed Lamar Street/Main Street and Albion Street/Main Street connection.	70,488	This footprint addition is outside of the 2019 APE boundary and was added to the APE boundary updated in the APE modification memorandums (2021)
<b>Chevy Chase</b>						

278	3402+95	NB	N/A	Design refinement to account for the proposed elevator and staircase supporting the western circulation of the proposed pedestrian overpass. Design refinement to account for removal of the proposed staircase and ramp associated with the previously proposed pedestrian underpass.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
374	3405+42	SB	N/A	Design refinement to account for a temporary construction easement needed to support the proposed electrical line relocation within Chevy Chase West.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
374	3405+42	SB	Addition	Footprint addition to account for dedicated utility easements for proposed electrical line relocation within Chevy Chase West.	21	This footprint addition is outside of the 2019 APE boundary and was added to the APE boundary updated in the APE modification memorandums (2021)
329	3407+73	NB	N/A	Design refinement to account for removal of previously proposed right-of-way needed to support the previously proposed pedestrian underpass and related ramp.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
375	3404+96	NB/SB	Addition	Footprint Addition to account for the dedicated utility easement supporting gas and storm drain utilities relocated to avoid the proposed east staircase and elevator associated with the pedestrian overpass.	2,888	This footprint addition is outside of the 2019 APE boundary and was added to the APE boundary updated in the APE modification memorandums (2021)
376	3404+47	NB/SB	Addition	Footprint Addition to account for the dedicated utility easement supporting the electrical line relocated to avoid the proposed west staircase and elevator associated with the pedestrian overpass.	7,330	This footprint addition is outside of the 2019 APE boundary and was added to the APE boundary updated in the APE modification memorandums (2021)
377	3404+49	NB/SB	N/A	Design refinement to account for removal of previously proposed right-of-way needed to support the previously proposed pedestrian underpass and related ramp.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
<b>CMF South End Connection</b>						
224	3631+00	SB	N/A	Design refinement to account for an interlocking site supporting the proposed crossover at the south end of the Central Maintenance Facility to include an access and maintenance easement.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
<b>Glendale Systems</b>						
227	3452+00	SB	N/A	Design refinement to account for relocating the proposed switching station to avoid conflict with the recently constructed religious facility.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
237	3463+80	SB	N/A	Design refinement to account for an additional temporary construction easement needed to support the proposed signal house construction.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
379	3467+80	SB	Reduction	Footprint Reduction to account for removal of the communication tower that is no longer needed as a result of the relocated switching station.	-6,704	Reduction in footprint related to the relocated switching station in order to avoid impacts to a recently constructed religious facility.
380	3471+00	NB	N/A	Removal of the communication tower and access easement that is no longer needed as a result of the relocated switching station.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
272	3477+50	NB	N/A	Design refinement to account for the removal of the communication tower access easement that is no longer needed as a result of the relocated switching station.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.

284	3415+00	SB	Reduction	Footprint Reduction to account for the relocated Switching Station to avoid conflict with recently constructed religious facility. Resulted in revised access easement and temporary construction easement to support the proposed signal house to remain on the parcel.	-99,550	Although this design refinement includes an overall reduction in the environmental footprint, a portion of this design refinement is outside of the 2019 APE boundary and was added to the APE boundary updated in the APE modification memorandums (2021)
285	3415+00	SB	Reduction	Footprint Reduction to account for the relocated Switching Station to avoid conflict with recently constructed religious facility. Resulted in revised access easement and temporary construction easement to support the proposed signal house to remain on the parcel.	-549,721	Footprint reduction avoids impacts to recently constructed religious facility.
381	3468+25	SB	N/A	Design refinement to account for the removal of a temporary construction easement within the public right-of-way that previously supported the communication tower construction.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
370	3454+00	SB	N/A	Design refinement to account for a temporary construction easement within the public right-of-way required to support the relocated Switching Station.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
371	3468+25	NB	N/A	Design refinement to account for the removal of a temporary construction easement within the public right-of-way that previously supported the communication tower construction.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
<b>San Antonio Winery Signal House Relocation</b>						
211	3696+44	NB	N/A	Design refinement to account for the relocated signal house. Right-of-way and temporary construction easement no longer needed.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
<b>Burbank Extraction Wells</b>						
384	3069+00	SB	N/A	Design refinement to account for extraction well and valve vault relocation along Vanowen Street. Design refinement includes the relocation of related infrastructure to include monitoring wells, sampling cabinets, and conveyance pipe.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
75	3095+50	NB	N/A	Design refinement to account for the relocation of groundwater conveyance pipe and related infrastructure in conflict with the Lockheed Channel relocation along the north edge of right-of-way east of Buena Vista Avenue.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
76	3097+00	NB	N/A	Design refinement to account for the relocation of groundwater conveyance pipe and related infrastructure in conflict with the Lockheed Channel relocation along the north edge of right-of-way east of Buena Vista Avenue.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
91	3110+00	NB	N/A	Design refinement to account for the relocation of groundwater conveyance pipe and related infrastructure in conflict with the Lockheed Channel relocation along the north edge of right-of-way east of Buena Vista Avenue.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
93	3105+00	NB	Addition	Footprint addition to account for the relocation of groundwater conveyance pipe and related infrastructure in conflict with the Lockheed Channel relocation along the north edge of right-of-way east of Buena Vista Avenue.	17,402	This footprint addition is outside of the 2019 APE boundary and was added to the APE boundary updated in the APE modification memorandums (2021).
94	3125+00	NB	N/A	Design refinement to account for the relocation of groundwater conveyance pipe and related infrastructure in conflict with the Lockheed Channel relocation along the north edge of right-of-way east of Buena Vista Avenue.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.

79	3090+00	SB	N/A	Design refinement to account for the contaminated groundwater conveyance pipe relocation across rail right-of-way. Relocation is due to a conflict with the proposed rail trench and proposed relocation of electrical, telephone, and communication utilities outside of the rail right-of-way to support the required horizontal clearance from the center of the proposed HSR track. This parcel was originally considered a full acquisition and now includes a utility easement to support utility relocation.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
102	3099+00	NB	Addition	Design refinement to account for the relocation of groundwater conveyance pipe and related infrastructure in conflict with the Lockheed Channel relocation along the north edge of right-of-way east of Buena Vista Avenue.	1,799	This footprint addition is within the 2019 APE boundary.
<b>Glendale Extraction Wells</b>						
273	3388+50	SB	N/A	Design refinement to account for extraction well relocation at the proposed Goodwin Avenue grade separation. This design refinement include the relocation of related infrastructure to include monitoring wells, sampling cabinets, and conveyance pipe.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
<b>Utility Relocations</b>						
175	3048+75	NB	N/A	Design refinement to account for sanitary sewer, telephone, and water utilities being relocated to avoid conflict with the proposed cut and cover tunnel.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
177	3050+35	NB/SB	N/A	Design refinement to account for sanitary sewer, telephone, and water, and gas utilities being relocated to avoid conflict with the proposed cut and cover tunnel.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
147	3070+75	SB	N/A	Design refinement to account for the relocation of an electrical utility line outside of the rail right-of-way to support the required horizontal clearance from the center of the proposed HSR track.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
160	3087+02	SB	N/A	Design refinement to account for the relocation of electrical and telephone utilities line outside of the rail right-of-way to support the required horizontal clearance from the center of the proposed HSR track.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
161	3087+07	SB	N/A	Design refinement to account for the relocation of electrical and telephone utilities line outside of the rail right-of-way to support the required horizontal clearance from the center of the proposed HSR track.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
385	3088+80	NB	N/A	Design refinement to account for the relocation of electrical, telephone, and telecom utilities within the public right-of-way to support the proposed Buena Vista grade separation.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
82	3091+00	SB	N/A	Design refinement to account for the relocation of electrical, telephone, and communication utilities outside of the rail right-of-way to support the required horizontal clearance from the center of the proposed HSR track.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
386	3092+50	SB	N/A	Design refinement to account for the relocation of electrical, telephone, and communication utilities outside of the rail right-of-way to support the required horizontal clearance from the center of the proposed HSR track.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.

78	3093+00	SB	N/A	Design refinement to account for the relocation of electrical, telephone, and communication utilities outside of the rail right-of-way to support the required horizontal clearance from the center of the proposed HSR track.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
77	3095+00	SB	N/A	Design refinement to account for the relocation of electrical, telephone, and communication utilities outside of the rail right-of-way to support the required horizontal clearance from the center of the proposed HSR track.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
89	3128+00	SB	Addition	Footprint Addition to account for a utility easement needed to support the relocation of a portion of the Lockheed Channel conflicting with proposed HSR tracks.	1,091	This footprint addition is outside of the 2019 APE boundary and was added to the APE boundary updated in the APE modification memorandums (2021).
406	3128+00	NB/SB	N/A	Design refinement includes a utility relocation.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
92	3130+80	NB	Addition	Footprint Addition to account for a utility easement supporting the relocation of the Lockheed Channel in conflict with the proposed HSR trench. The parcel previously identified as a TCE will partially become a utility easement just north of the rail ROW where the relocated Lockheed channel begins to cross the rail right-of-way from north to south.	3,815	This footprint addition is outside of the 2019 APE boundary and was added to the APE boundary updated in the APE modification memorandums (2021).
387	3130+80	NB	Addition	Footprint addition to account for an overhead electrical utility being relocated across underground across the rail right-of-way to avoid conflict with raised HSR track crossing Victory Way.	380	This footprint addition is within the 2019 APE boundary.
100	3130+80	NB	N/A	Design refinement to account for a utility easement supporting the relocation of the Lockheed Channel in conflict with the proposed HSR trench within the rail right-of-way.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
87	3132+00	SB	N/A	Design refinement to account for multiple utility easements for all utilities within this parcel impacted by the HSR track construction including the Lockheed Channel, electrical, telephone, and communication relocations. .	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
436	3134+00	NB	N/A	Design refinement to account for the relocation of water and gas utilities within the public right-of-way.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
96	3134+50	NB	N/A	Design refinement to account for a utility easement supporting the relocation of the Lockheed Channel in conflict with the proposed HSR trench within the rail right-of-way.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
98	3135+25	NB	N/A	Design refinement to account for electrical and communication utilities being relocated as part of the Victory Place grade separation.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
99	3136+00	NB	N/A	Design refinement to account for electrical and communication utilities being relocated as part of the Victory Place grade separation.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
109	3136+00	SB	N/A	Design refinement to account for electrical, communication, and storm drain utilities being relocated as part of the proposed HSR rail alignment through the Burbank Costco facility and related Victory Place grade separation.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.

110	3137+50	SB	N/A	Design refinement to account for electrical, communication, and storm drain utilities being relocated as part of the proposed HSR rail alignment through the Burbank Costco facility and related Victory Place grade separation.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
123	3138+00	NB	N/A	Design refinement to account for electrical, communication, and storm drain utilities being relocated as part of the proposed HSR rail alignment through the Burbank Costco facility and related Victory Place grade separation.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
127	3138+50	NB/SB	N/A	Design refinement to account for electrical, communication, and storm drain utilities being relocated as part of the proposed HSR rail alignment through the Burbank Costco facility and related Victory Place grade separation.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
126	3139+00	SB	N/A	Design refinement to account for electrical, communication, and storm drain utilities being relocated as part of the proposed HSR rail alignment through the Burbank Costco facility and related Victory Place grade separation.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
125	3139+75	SB	N/A	Design refinement to account for electrical utility being relocated as part of the proposed HSR rail alignment between Victory Place and Burbank Blvd.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
131	3140+25	SB	N/A	Design refinement to account for electrical utility being relocated as part of the proposed HSR rail alignment between Victory Place and Burbank Blvd.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
117	3140+29	SB	N/A	Design refinement to account for electrical, gas, and water utility relocation as part of the proposed Victory Place grade separation and Lake Street realignment.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
130	3140+75	SB	N/A	Design refinement to account for electrical utility relocation as part of the proposed HSR rail alignment between Victory Place and Burbank Blvd.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
128	3141+25	NB/SB	N/A	Design refinement to account for electrical utility relocation as part of the proposed HSR rail alignment between Victory Place and Burbank Blvd.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
97	3142+00	NB	N/A	Design refinement to account for a storm drain utility being extended to tie into the relocated Lockheed Channel.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
133	3142+00	NB	Addition	Footprint addition to account for a storm drain utility being extended to tie into the relocated Lockheed Channel. In response to the Authorities request to account for utility easements as part of project footprint.	1,229	This footprint addition is within the 2019 APE boundary.
108	3142+50	SB	N/A	Design refinement to account for the Lockheed Channel relocation across Victory Place.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
129	3143+00	NB/SB	N/A	Design refinement to account for electrical utility relocation as part of the proposed HSR rail alignment between Victory Place and Burbank Blvd and storm drain utility being extended to tie into the relocated Lockheed Channel.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.

407	3143+00	SB	N/A	Design refinement to account for a storm drain utility being extended through Lake Street to tie into the relocated Lockheed Channel.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
408	3143+10	SB	N/A	Design refinement includes a utility easement.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
119	3143+90	SB	N/A	Design refinement to account for a water utility relocation as part of the proposed Burbank Boulevard bridge construction and Lockheed Channel relocation east of Victory Place.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
120	3144+75	SB	N/A	Design refinement to account for a water utility relocation as part of the proposed Burbank Boulevard bridge construction and Lockheed Channel relocation east of Victory Place.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
121	3145+00	SB	N/A	Design refinement to account for a water utility relocation as part of the proposed Burbank Boulevard bridge construction and Lockheed Channel relocation east of Victory Place.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
122	3145+25	SB	N/A	Design refinement to account for a water utility relocation as part of the proposed Burbank Boulevard bridge construction and Lockheed Channel relocation east of Victory Place.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
124	3145+50	SB	N/A	Design refinement to account for electrical utility relocation as part of the proposed HSR rail alignment between Victory Place and Burbank Boulevard and storm drain utility being extended to tie into the relocated Lockheed Channel.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
409	3147+00	SB	N/A	Design refinement includes a utility easement.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
410	3147+65	NB	N/A	Design refinement includes a utility easement.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
54	3148+00	NB	N/A	Design refinement to account for communications utility relocation as part of the proposed HSR rail alignment between Burbank Blvd and Burbank Western Channel.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
36	3150+00	SB	N/A	Design refinement to account for electrical and sanitary sewer utility relocation as part of the proposed HSR rail alignment and Lockheed Channel relocation between Burbank Boulevard and Burbank Western Channel.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
55	3150+00	NB	N/A	Design refinement to account for communication, gas, and electrical utility relocation as part of the proposed HSR rail alignment.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
411	3151+00	SB	N/A	Design refinement includes a utility easement.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.

37	3152+50	SB	N/A	Design refinement to account for electrical and sanitary sewer utility relocation as part of the proposed HSR rail alignment and Lockheed Channel relocation between Burbank Boulevard and Burbank Western Channel.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
34	3155+00	NB	N/A	Design refinement to account for the Lockheed Channel relocation and connection to Burbank Western Channel.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
58	3155+00	NB	N/A	Design refinement to account for a relocated sanitary sewer to the north side of the rail right-of-way at Front Street.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
412	3155+00	NB	N/A	Design refinement includes a utility easement.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
413	3156+69	SB	N/A	Design refinement includes a utility easement.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
56	3162+25	NB	N/A	Design refinement to account for electrical utility relocation over rail right-of-way as part of the proposed HSR rail alignment between Burbank Boulevard and Magnolia Boulevard to avoid vertical clearance conflicts.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
57	3162+25	NB	N/A	Design refinement to account for electrical utility relocation as part of the proposed HSR rail alignment between Burbank Boulevard and Magnolia Boulevard to avoid vertical clearance conflicts.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
414	3162+59	SB	Addition	Design refinement includes a utility easement.	1,334	This footprint addition is within the 2019 APE boundary.
40	3162+64	SB	N/A	Design refinement to account for electrical utility relocation over the Burbank Western Channel as part of the proposed HSR rail alignment between Burbank Boulevard and Magnolia Boulevard to avoid vertical clearance conflicts.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
42	3162+64	SB	N/A	Design refinement to account for electrical utility relocation as part of the proposed HSR rail alignment between Burbank Boulevard and Magnolia Boulevard to avoid vertical clearance conflicts.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
50	3164+80	NB	Addition	Footprint addition to account for gas utility relocation as part of the proposed HSR rail alignment between Burbank Boulevard and Magnolia Boulevard.	99	This footprint addition is outside of the 2019 APE boundary and was added to the APE boundary updated in the APE modification memorandums (2021)
390	3164+80	NB	N/A	Design refinement to account for gas utility relocation as part of the proposed HSR rail alignment between Burbank Boulevard and Magnolia Boulevard to avoid vertical clearance conflicts.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
415	3175+00	NB	N/A	Design refinement to account for water utility relocation as part of the proposed HSR rail alignment between Magnolia Boulevard and Olive Avenue to avoid retaining wall conflict.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.

70	3177+00	SB	N/A	Design refinement to account for water utility relocation as part of the proposed HSR rail alignment between Magnolia Boulevard and Olive Avenue to avoid retaining wall conflict.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
438	3234+00	NB/SB	N/A	Design refinement includes a utility easement.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
287	3234+45	NB	N/A	Design refinement to account for telephone, communication, and electrical utility underground relocation at Allen Avenue as part of the proposed HSR rail alignment to avoid vertical clearance conflicts.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
382	3265+75	NB/SB	N/A	Design refinement includes a utility easement.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
312	3288+30	NB	N/A	Design refinement to account for underground electrical utility relocation at Allen Avenue as part of the proposed HSR rail alignment to avoid vertical clearance conflicts with the proposed Grandview grade separation.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
311	3288+34	SB	N/A	Design refinement to account for underground electrical utility relocation at Allen Avenue as part of the proposed HSR rail alignment to avoid vertical clearance conflicts with the proposed Grandview grade separation.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
437	3289+00	NB/SB	N/A	Design refinement includes a utility easement.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
313	3290+00	SB	N/A	Design refinement to account for underground electrical utility relocation at Allen Avenue as part of the proposed HSR rail alignment to avoid vertical clearance conflicts with the proposed Grandview grade separation and related retaining wall.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
393	3290+00	SB	N/A	Design refinement to account for underground electrical utility relocation at Allen Avenue as part of the proposed HSR rail alignment to avoid vertical clearance conflicts with the proposed Grandview grade separation and related retaining wall.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
394	3301+00	NB	N/A	Design refinement to account for storm drain utility relocation at San Fernando Road as part of the proposed Flower Street grade separation.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
395	3301+00	NB	N/A	Design refinement includes a utility easement.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
396	3319+25	NB	N/A	Design refinement to account for storm drain utility relocation at San Fernando Road as part of the Verdugo Wash Bridge.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
397	3320+00	NB	N/A	Design refinement to account for storm drain utility relocation at San Fernando Road as part of the Verdugo Wash Bridge.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.

416	3320+00	NB	Addition	Footprint addition includes a utility easement.	485	This footprint addition is outside of the 2019 APE boundary and was added to the APE boundary updated in the APE modification memorandums (2021).
417	3330+00	NB	N/A	Design refinement includes a utility easement.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
418	3370+00	SB	N/A	Design refinement includes a utility easement.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
398	3389+50	NB	N/A	Design refinement to account for gas and storm drain utility relocation at the proposed Goodwin Avenue grade separation.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
399	3389+50	NB	N/A	Design refinement to account for gas and storm drain utility relocation at the proposed Goodwin Avenue grade separation.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
419	3390+00	SB	N/A	Design refinement includes a utility easement.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
279	3390+50	SB	N/A	Design refinement to account for electrical and water utility relocation at the proposed Goodwin Avenue grade separation.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
420	3390+50	NB	N/A	Design refinement includes a utility easement.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
276	3391+25	SB	Addition	Design refinement to account for electrical utility relocation at the proposed Goodwin Avenue grade separation.	828	This footprint addition is outside of the 2019 APE boundary and was added to the APE boundary updated in the APE modification memorandums (2021)
277	3391+40	SB	N/A	Design refinement to account for electrical utility relocation at the proposed Goodwin Avenue grade separation.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
400	3429+50	NB	N/A	Design refinement to account for storm drain relocation across rail right-of-way to avoid conflict with Los Feliz Boulevard.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
421	3429+50	NB	N/A	Design refinement includes a utility easement.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
422	3431+00	SB	N/A	Design refinement includes a utility easement.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.

423	3454+25	NB	N/A	Design refinement includes a utility easement.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
401	3454+70	NB	N/A	Design refinement to account for storm drain relocation across rail right-of-way to avoid conflict with Glendale Boulevard.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
402	3454+70	NB	N/A	Design refinement to account for storm drain relocation across rail right-of-way to avoid conflict with Glendale Boulevard.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
240	3455+20	SB	N/A	Design refinement to account for gas utility relocation within Glendale Boulevard.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
424	3455+20	SB	N/A	Design refinement includes a utility easement.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
403	3496+50	NB	N/A	Design refinement to account for storm drain relocation across rail right-of-way at Fletcher Avenue.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
426	3496+55	NB/SB	N/A	Design refinement includes a utility easement.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
247	3570+60	NB	N/A	Design refinement to account for storm drain relocation across rail right-of-way to avoid conflict with Kerr Road grade separation and street improvement.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
242	3570+70	SB	N/A	Design refinement to account for storm drain relocation across rail right-of-way to avoid conflict with Kerr Road grade separation and street improvement.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
254	3571+30	SB	N/A	Design refinement to account for storm drain relocation avoiding conflict with Kerr Road grade separation and street improvement.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
261	3626+50	NB/SB	N/A	Design refinement to account for fire and water utility relocation at south end of Central Maintenance Facility as needed to accommodate the Central Maintenance Facility Yard reconfiguration.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
260	3626+80	NB	N/A	Design refinement to account for fire and water utility relocation at south end of Central Maintenance Facility as needed to accommodate the Central Maintenance Facility Yard reconfiguration.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
404	3627+00	NB	N/A	Design refinement to account for fire and water utility relocation at south end of Central Maintenance Facility as needed to accommodate the Central Maintenance Facility Yard reconfiguration.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.

435	3627+10	NB	N/A	Design refinement includes a utility easement.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
434	3632+43	NB	N/A	Design refinement includes a utility easement.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
222	3633+00	NB	N/A	Design refinement to account for storm drain relocation across Avenue 19 and a portion of the rail right-of-way to avoid conflict with the proposed rail and fiber line relocation.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
433	3633+40	NB	N/A	Design refinement includes a utility easement.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
392	3633+60	NB	N/A	Design refinement to account for storm drain relocation across Avenue 19 and a portion of the rail right-of-way to avoid conflict with the proposed rail and fiber line relocation.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
223	3633+60	NB	N/A	Design refinement to account for storm drain relocation across Avenue 19 and a portion of the rail right-of-way to avoid conflict with the proposed rail and fiber line relocation.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
<b>Miscellaneous</b>						
90	3100+50	NB	N/A	Design refinement to interlocking site access at Walmart shopping center. Access was relocated behind the Walmart building to the service aisle to avoid vehicular circulation at the front of the building.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
164	3062+00	NB	N/A	Design refinement includes the Lockheed Channel reconstruction.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
175	3048+75	NB/SB	N/A	Design refinement to account for area previously considered temporary construction easement and now designated as an utility easement.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
177	3046+00	NB/SB	N/A	Design refinement to account for area previously considered temporary construction easement and now designated as an utility easement.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
223	3630+50	NB	N/A	Design refinement to account for overhead electrical utility relocation at south end of Central Maintenance Facility to avoid vertical clearance conflicts.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
392	3630+50	NB	N/A	Design refinement to account for overhead electrical utility relocation at south end of Central Maintenance Facility to avoid vertical clearance conflicts.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
224	3630+50	SB	N/A	Design refinement to account for overhead electrical utility relocation at south end of Central Maintenance Facility to avoid vertical clearance conflicts.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.

226	3062+00	SB	N/A	Design refinement to account for storm drain relocation across rail right-of-way to avoid conflict with Glendale Boulevard.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
430	3088+25	NB/SB	Addition	Footprint Addition to account for the relocation of electrical, telephone, and telecom utilities being relocated within the public right-of-way to support the Buena Vista Grade Separation.	5,571	This footprint addition is outside of the 2019 APE boundary and was added to the APE boundary updated in the APE modification memorandums (2021).
431	3390+00	SB	N/A	Design refinement to account for gas and electrical utility relocation at the proposed Goodwin Avenue grade separation.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
432	3431+43	SB	N/A	Design refinement to account for access to the proposed relocated Switching Station.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
94a	3126+53	NB	Reduction	Footprint reduction including the removal of the old and addition of new interlocking site access at Walmart shopping center. Access was relocated behind the Walmart building to the service aisle to avoid vehicular circulation at front of building.	-6,050	Reduction in the environmental project footprint.
94	3127+00	NB	Reduction	Footprint reduction including the removal of the old and addition of new interlocking site access at Walmart shopping center. Access was relocated behind the Walmart building to the service aisle to avoid vehicular circulation at front of building.	-7,876	Reduction in the environmental project footprint.
<b>Tunnel Subsurface Easement</b>						
#006	3026+28	NB	N/A	Design refinement to account for proposed tunnel subsurface easement.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
#003	3035+00	NB/SB	N/A	Design refinement to account for proposed tunnel subsurface easement.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
174	3044+75	NB/SB	N/A	Design refinement to account for proposed tunnel subsurface easement.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
177	3046+00	NB/SB	N/A	Design refinement to account for proposed tunnel subsurface easement.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
175	3048+75	NB/SB	N/A	Design refinement to account for proposed tunnel subsurface easement.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
176	3050+00	NB/SB	N/A	Design refinement to account for proposed tunnel subsurface easement.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
427	3054+00	NB/SB	N/A	Design refinement to account for proposed tunnel subsurface easement.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.

170	3056+00	NB/SB	N/A	Design refinement to account for proposed tunnel subsurface easement.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
428	3058+00	NB/SB	N/A	Design refinement to account for proposed tunnel subsurface easement.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
165	3061+00	NB/SB	N/A	Design refinement to account for proposed tunnel subsurface easement.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
167	3062+40	SB	N/A	Design refinement to account for proposed tunnel subsurface easement.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
166	3066+00	NB	N/A	Design refinement to account for proposed tunnel subsurface easement.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
429	3069+00	SB	N/A	Design refinement to account for proposed tunnel subsurface easement.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
168	3070+00	NB/SB	N/A	Design refinement to account for proposed tunnel subsurface easement.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
<b>Vanwen Staging to TCE Conversion</b>						
138	3068+50	SB	N/A	Design refinement to account for removal of a previously designated staging area and replacement with a temporary construction easement.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
139	3065+50	SB	N/A	Design refinement to account for removal of a previously designated staging area and replacement with a temporary construction easement.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
140	3065+00	SB	N/A	Design refinement to account for removal of a previously designated staging area and replacement with a temporary construction easement.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
143	3067+50	SB	N/A	Design refinement to account for removal of a previously designated staging area and replacement with a temporary construction easement.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
144	3066+50	SB	N/A	Design refinement to account for removal of a previously designated staging area and replacement with a temporary construction easement.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
146	3070+00	SB	Addition	Footprint addition to account for removal of a previously designated staging area and replacement with a temporary construction easement.	7,312	This footprint addition is outside of the 2019 APE boundary and was added to the APE boundary updated in the APE modification memorandums (2021).

147	3071+50	SB	Addition	Footprint addition to account for removal of a previously designated staging area and replacement with a temporary construction easement.	8,016	This footprint addition is outside of the 2019 APE boundary and was added to the APE boundary updated in the APE modification memorandums (2021).
148	3074+50	SB	N/A	Design refinement to account for removal of a previously designated staging area and replacement with a temporary construction easement.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
149	3073+00	SB	N/A	Design refinement to account for removal of a previously designated staging area and replacement with a temporary construction easement.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
150	3073+00	SB	N/A	Design refinement to account for removal of a previously designated staging area and replacement with a temporary construction easement.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
151	3076+50	SB	N/A	Design refinement to account for removal of a previously designated staging area and replacement with a temporary construction easement.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
152	3077+50	SB	N/A	Design refinement to account for removal of a previously designated staging area and replacement with a temporary construction easement.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
153	3080+00	SB	N/A	Design refinement to account for removal of a previously designated staging area and replacement with a temporary construction easement.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
154	3081+00	SB	N/A	Design refinement to account for removal of a previously designated staging area and replacement with a temporary construction easement.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
155	3081+00	SB	N/A	Design refinement to account for removal of a previously designated staging area and replacement with a temporary construction easement.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
157	3087+50	SB	N/A	Design refinement to account for removal of a previously designated staging area and replacement with a temporary construction easement.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
158	3084+50	SB	N/A	Design refinement to account for removal of a previously designated staging area and replacement with a temporary construction easement.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
159	3083+00	SB	N/A	Design refinement to account for removal of a previously designated staging area and replacement with a temporary construction easement.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
160	3086+00	SB	N/A	Design refinement to account for removal of a previously designated staging area and replacement with a temporary construction easement.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.

161	3087+50	SB	N/A	Design refinement to account for removal of a previously designated staging area and replacement with a temporary construction easement.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.
162	3084+50	SB	N/A	Design refinement to account for removal of a previously designated staging area and replacement with a temporary construction easement.	N/A	Design refinement is within the environmental footprint analyzed in the Draft EIR/EIS released for public review on May 29, 2020.

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## **ATTACHMENT B: ENGINEERING AND DESIGN REFINEMENT FOOTPRINT MODIFICATIONS MAPBOOK**

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FILE: I:\ST11501\GIS\MXDs\Alternatives\FootprintCompare\_2018to2021\_w\ERPins.mxd (8/4/2021)

SOURCE: Bing Maps (2015); JLP (2016); County of Los Angeles (2015); SCCIC (1/2018); CHSRA (6/2021)

Legend

Impact Areas - for Final EIR/EIS

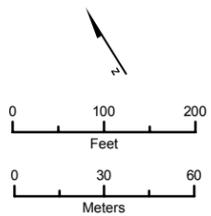
Permanent Impact

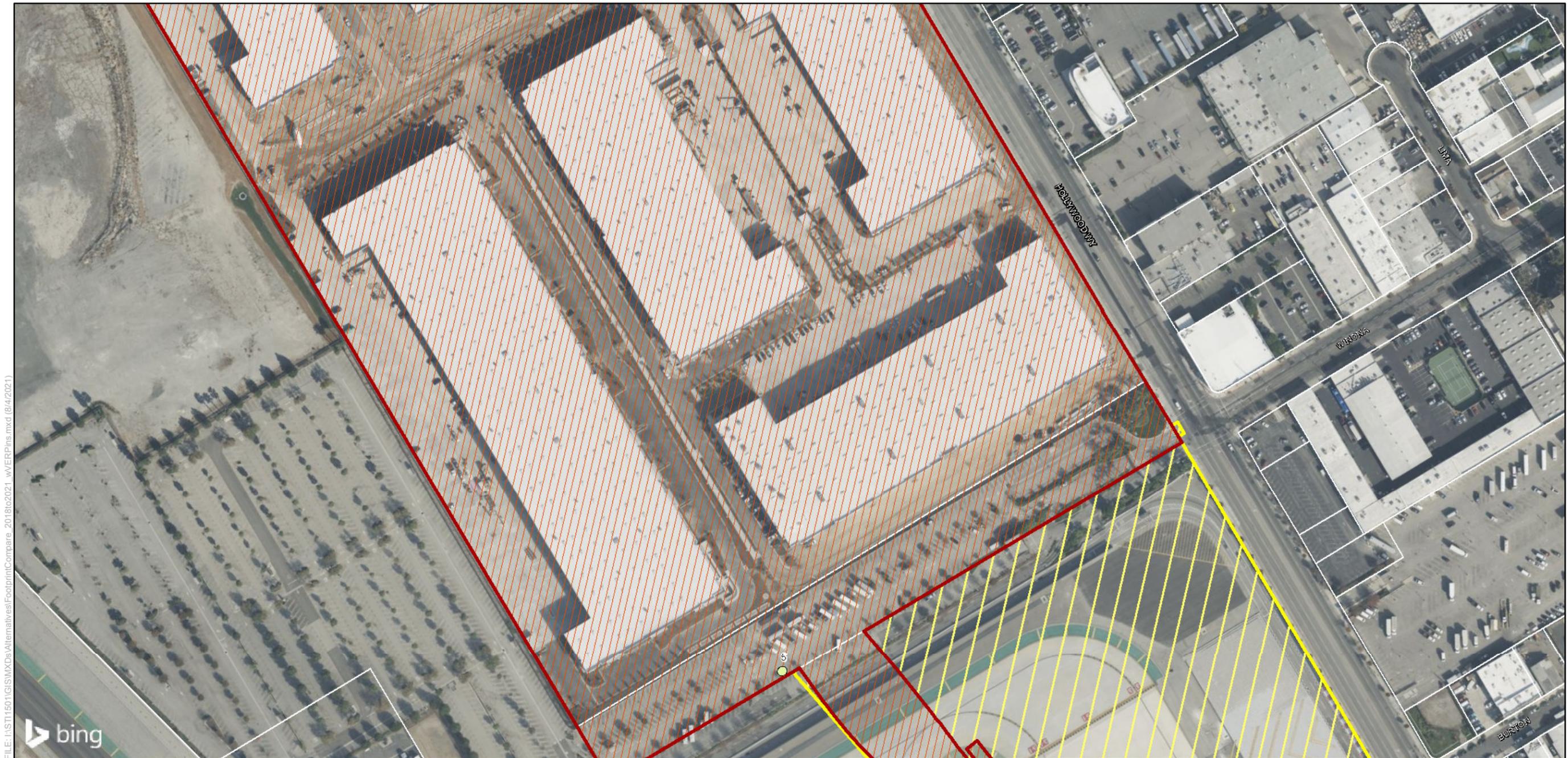
Temporary Impact

Impact Areas - for Draft EIR/EIS

Permanent Impact

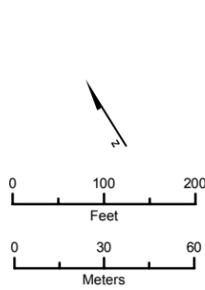
Temporary Impact





FILE: I:\ST11501\GIS\MXDs\Alternatives\FootprintCompare\_2018to2021\_L\_W\VERPins.mxd (8/4/2021)

SOURCE: Bing Maps (2015); JLP (2016); County of Los Angeles (2015); SCCIC (1/2018); CHSRA (6/2021)



- Legend
- Impact Areas - for Final EIR/EIS
    - Permanent Impact
    - Temporary Impact
  - Impact Areas - for Draft EIR/EIS
    - Permanent Impact
    - Temporary Impact
  - VER Pins
    - Group #10 Tunnel Subsurface Easements



FILE: I:\ST11501\GIS\MXDs\Alternatives\FootprintCompare\_2018to2021\_w\VERPins.mxd (8/4/2021)

SOURCE: Bing Maps (2015); JLP (2016); County of Los Angeles (2015); SCCIC (1/2018); CHSRA (6/2021)

Legend

Impact Areas - for Final EIR/EIS

Permanent Impact

Temporary Impact

Impact Areas - for Draft EIR/EIS

Permanent Impact

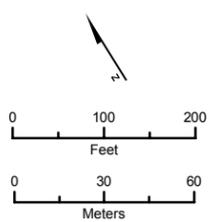
Temporary Impact

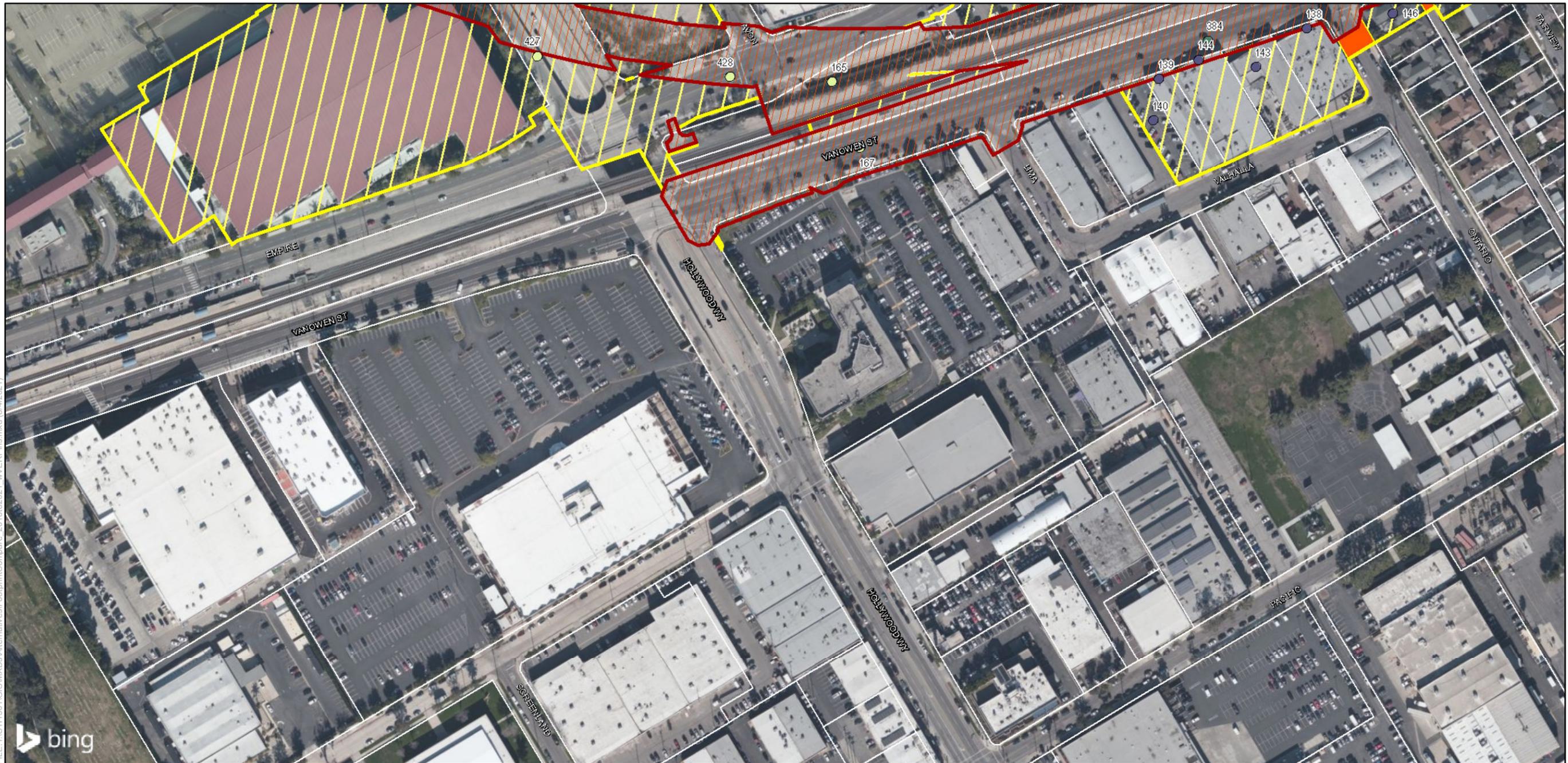
VER Pins

Group #8 - Utility Relocations

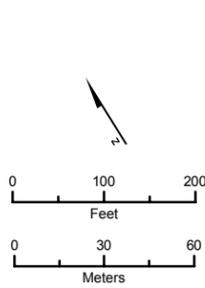
Group #9 - Miscellaneous

Group #10 Tunnel Subsurface Easements





SOURCE: Bing Maps (2015); JLP (2016); County of Los Angeles (2015); SCCIC (1/2018); CHSRA (6/2021)



Legend

Impact Areas - for Final EIR/EIS

- Permanent Impact
- Temporary Impact

Impact Areas - for Draft EIR/EIS

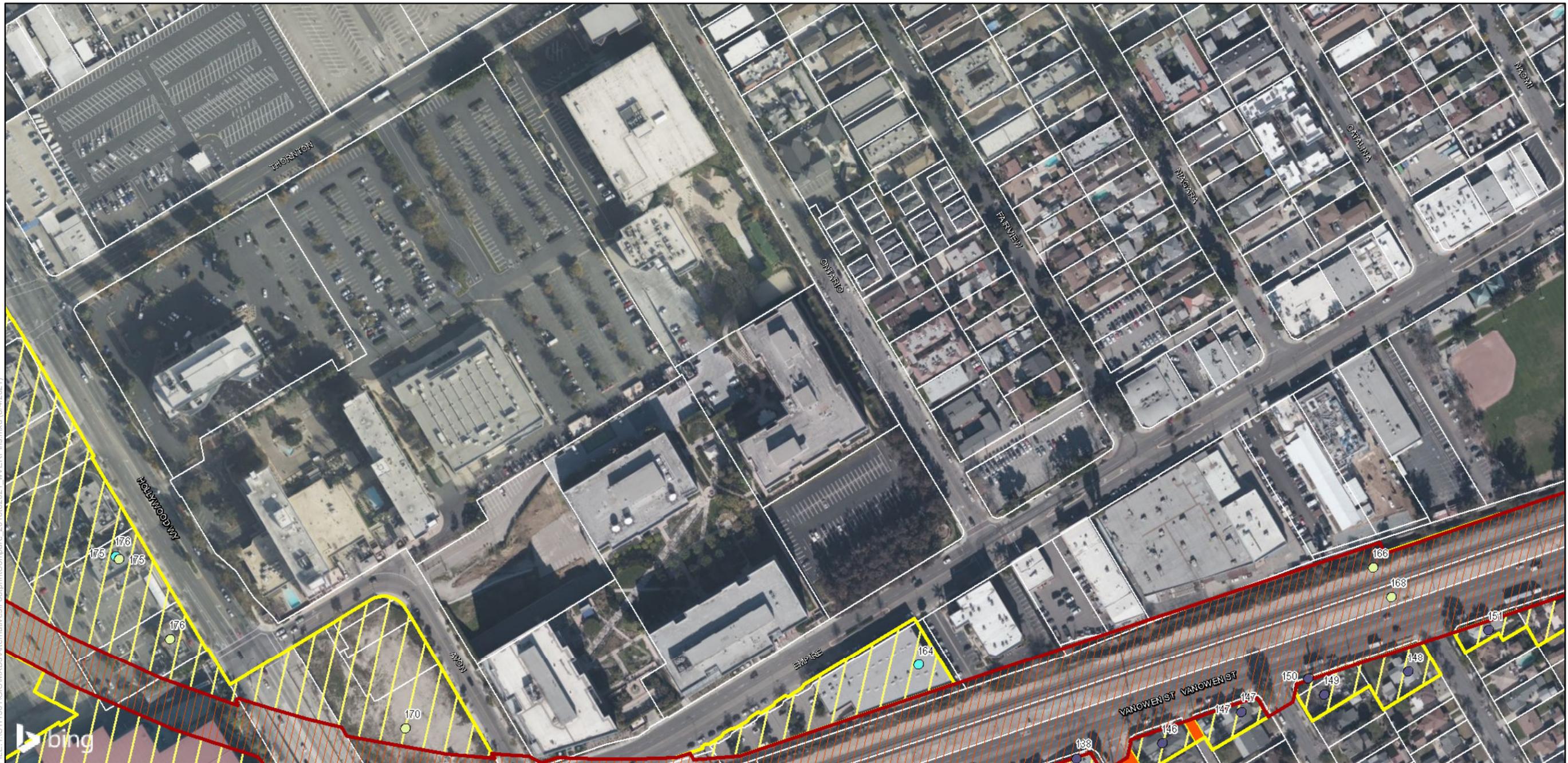
- Permanent Impact
- Temporary Impact

Comparison Category

- Increase in Footprint (Temporary Impact)

VER Pins

- Group #6 Burbank/ Group #7 Glendale Extraction Wells
- Group #10 Tunnel Subsurface Easements
- Group #11 Vanowen Staging to TCE Conversion



SOURCE: Bing Maps (2015); JLP (2016); County of Los Angeles (2015); SCCIC (1/2018); CHSRA (6/2021)

Legend

Impact Areas - for Final EIR/EIS

- Permanent Impact
- Temporary Impact

Impact Areas - for Draft EIR/EIS

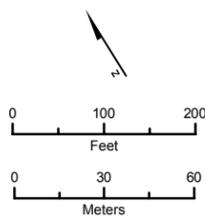
- Permanent Impact
- Temporary Impact

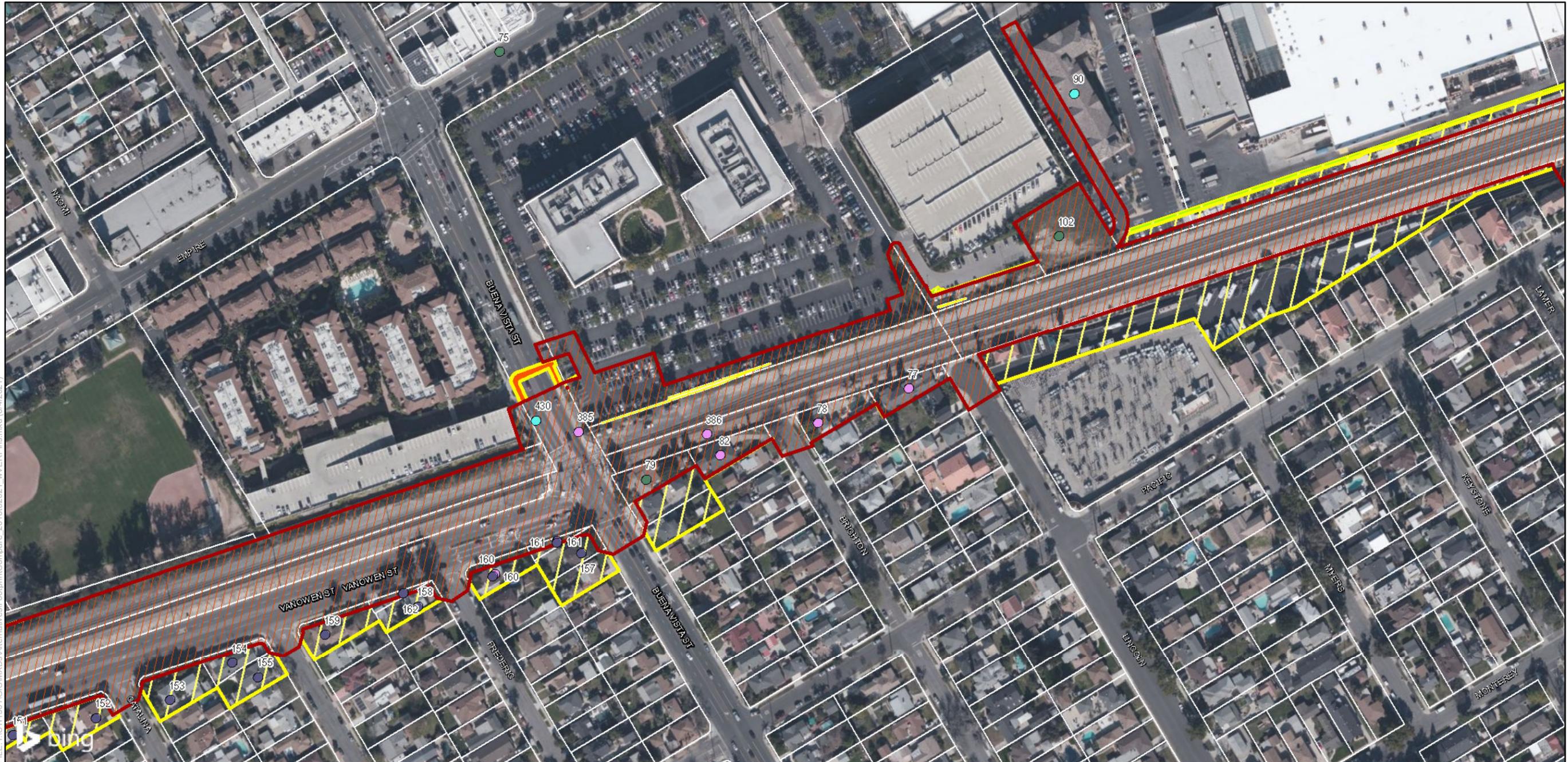
Comparison Category

- Increase in Footprint (Temporary Impact)

VER Pins

- Group #6 Burbank/ Group #7 Glendale Extraction Wells
- Group #8 - Utility Relocations
- Group #9 - Miscellaneous
- Group #10 Tunnel Subsurface Easements
- Group #11 Vanowen Staging to TCE Conversion





SOURCE: Bing Maps (2015); JLP (2016); County of Los Angeles (2015); SCCIC (1/2018); CHSRA (6/2021)

Legend

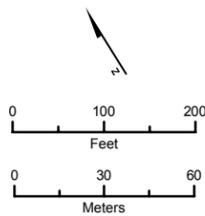
- Impact Areas - for Final EIR/EIS
- Permanent Impact
  - Temporary Impact
- Impact Areas - for Draft EIR/EIS
- Permanent Impact
  - Temporary Impact

Comparison Category

- Decrease in Footprint (Temporary Impact)
- Increase in Footprint (Temporary Impact)
- Change from Temporary to Permanent Impact

VER Pins

- Group #6 Burbank/ Group #7 Glendale Extraction Wells
- Group #8 - Utility Relocations
- Group #9 - Miscellaneous
- Group #11 Vanowen Staging to TCE Conversion





SOURCE: Bing Maps (2015); JLP (2016); County of Los Angeles (2015); SCCIC (1/2018); CHSRA (6/2021)

Legend

Impact Areas - for Final EIR/EIS

- Permanent Impact
- Temporary Impact

Impact Areas - for Draft EIR/EIS

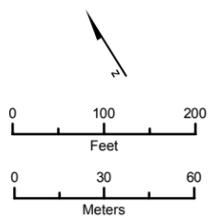
- Permanent Impact
- Temporary Impact

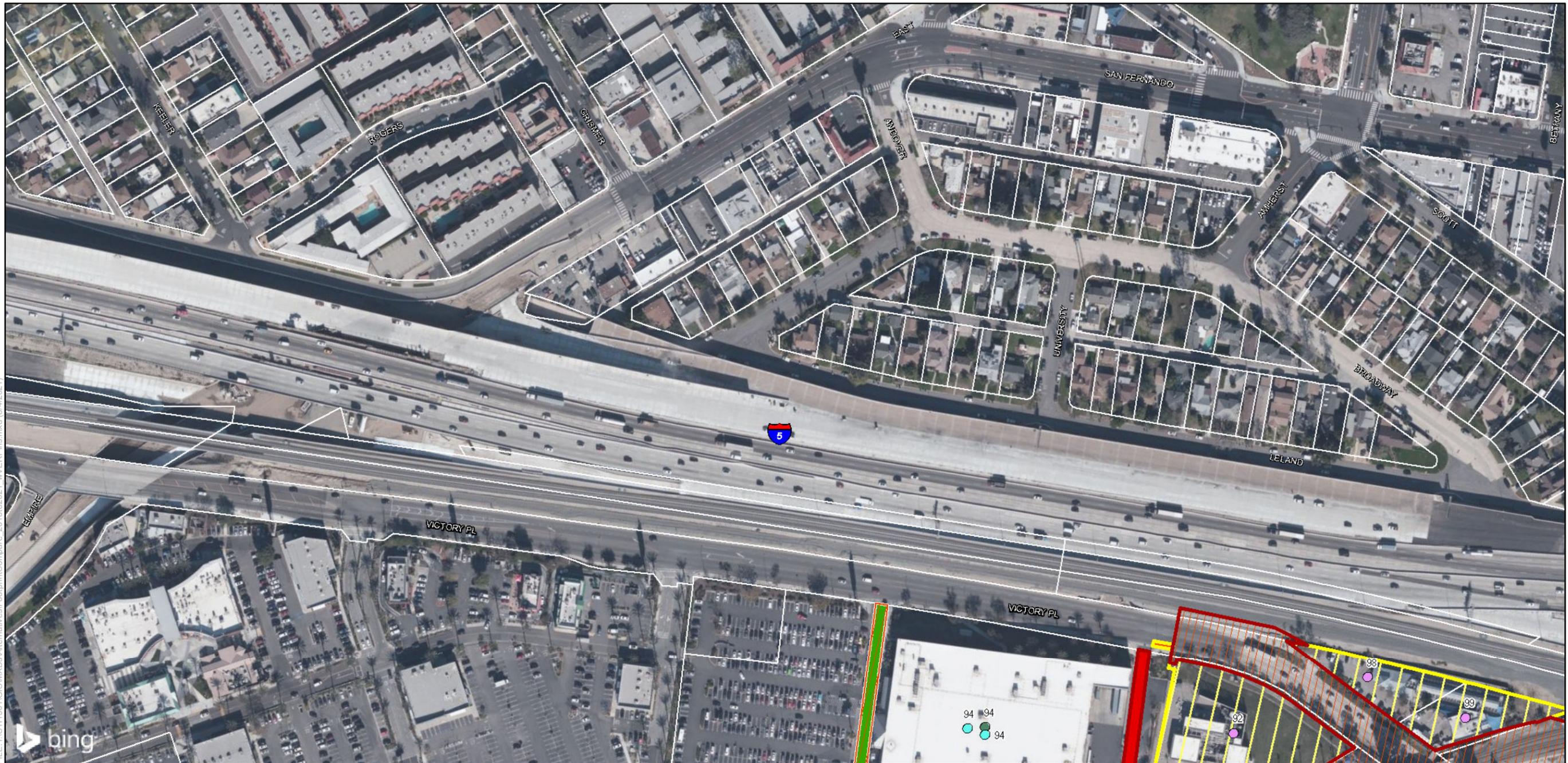
Comparison Category

- Decrease in Footprint (Permanent Impact)
- Decrease in Footprint (Temporary Impact)
- Change from Permanent to Temporary Impact
- Increase in Footprint (Permanent Impact)
- Increase in Footprint (Temporary Impact)
- Change from Temporary to Permanent Impact

VER Pins

- Group #6 Burbank/ Group #7 Glendale Extraction Wells
- Group #8 - Utility Relocations
- Group #9 - Miscellaneous





SOURCE: Bing Maps (2015); JLP (2016); County of Los Angeles (2015); SCCIC (1/2018); CHSRA (6/2021)

Legend

Impact Areas - for Final EIR/EIS

- Permanent Impact
- Temporary Impact

Impact Areas - for Draft EIR/EIS

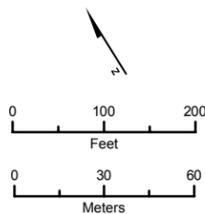
- Permanent Impact
- Temporary Impact

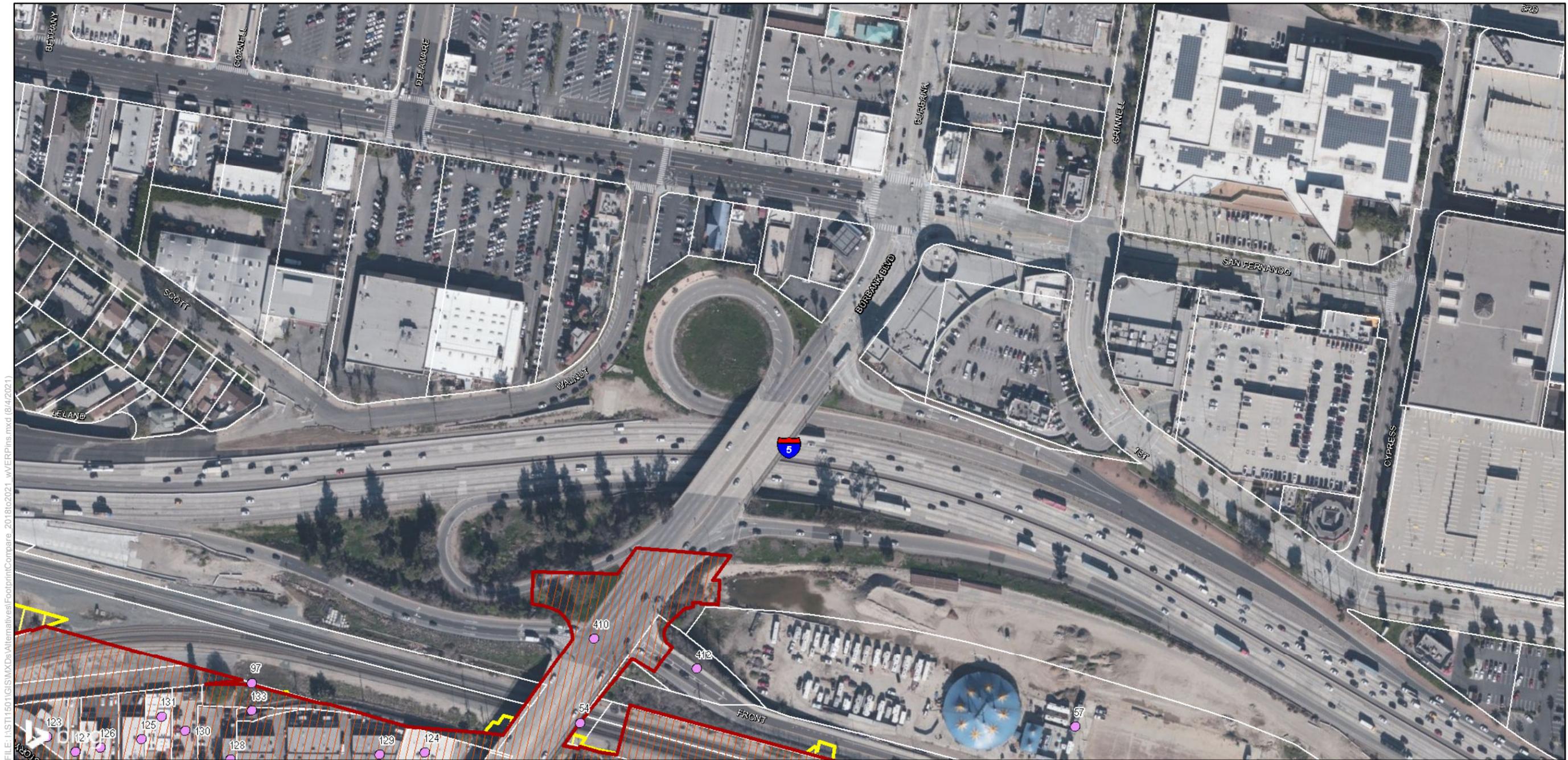
Comparison Category

- Decrease in Footprint (Permanent Impact)
- Increase in Footprint (Permanent Impact)
- Increase in Footprint (Temporary Impact)

VER Pins

- Group #6 Burbank/ Group #7 Glendale Extraction Wells
- Group #8 - Utility Relocations
- Group #9 - Miscellaneous





FILE: I:\ST11501\GIS\MXDs\Alternatives\FootprintCompare\_2018to2021\_w\VERPins.mxd (8/4/2021)

SOURCE: Bing Maps (2015); JLP (2016); County of Los Angeles (2015); SCCIC (1/2018); CHSRA (6/2021)

Legend

Impact Areas - for Final EIR/EIS

Permanent Impact

Temporary Impact

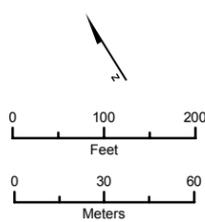
Impact Areas - for Draft EIR/EIS

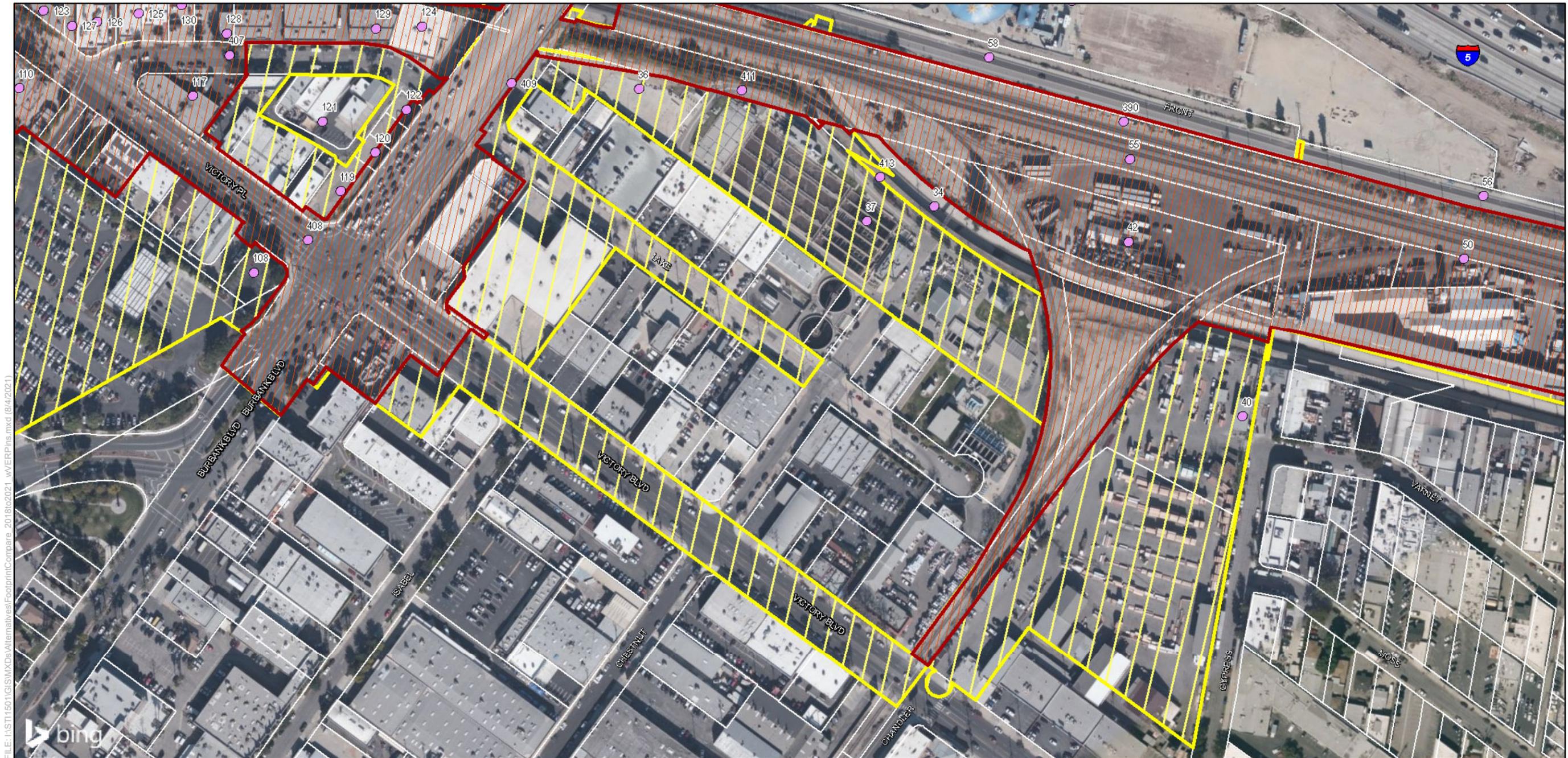
Permanent Impact

Temporary Impact

VER Pins

● Group #8 - Utility Relocations





FILE: I:\ST11501\GIS\MXDs\Alternatives\FootprintCompare\_2018to2021\_VVERPins.mxd (8/4/2021)

SOURCE: Bing Maps (2015); JLP (2016); County of Los Angeles (2015); SCCIC (1/2018); CHSRA (6/2021)

Legend

Impact Areas - for Final EIR/EIS

Permanent Impact

Temporary Impact

Impact Areas - for Draft EIR/EIS

Permanent Impact

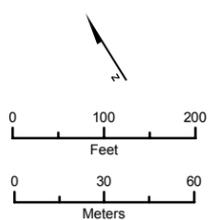
Temporary Impact

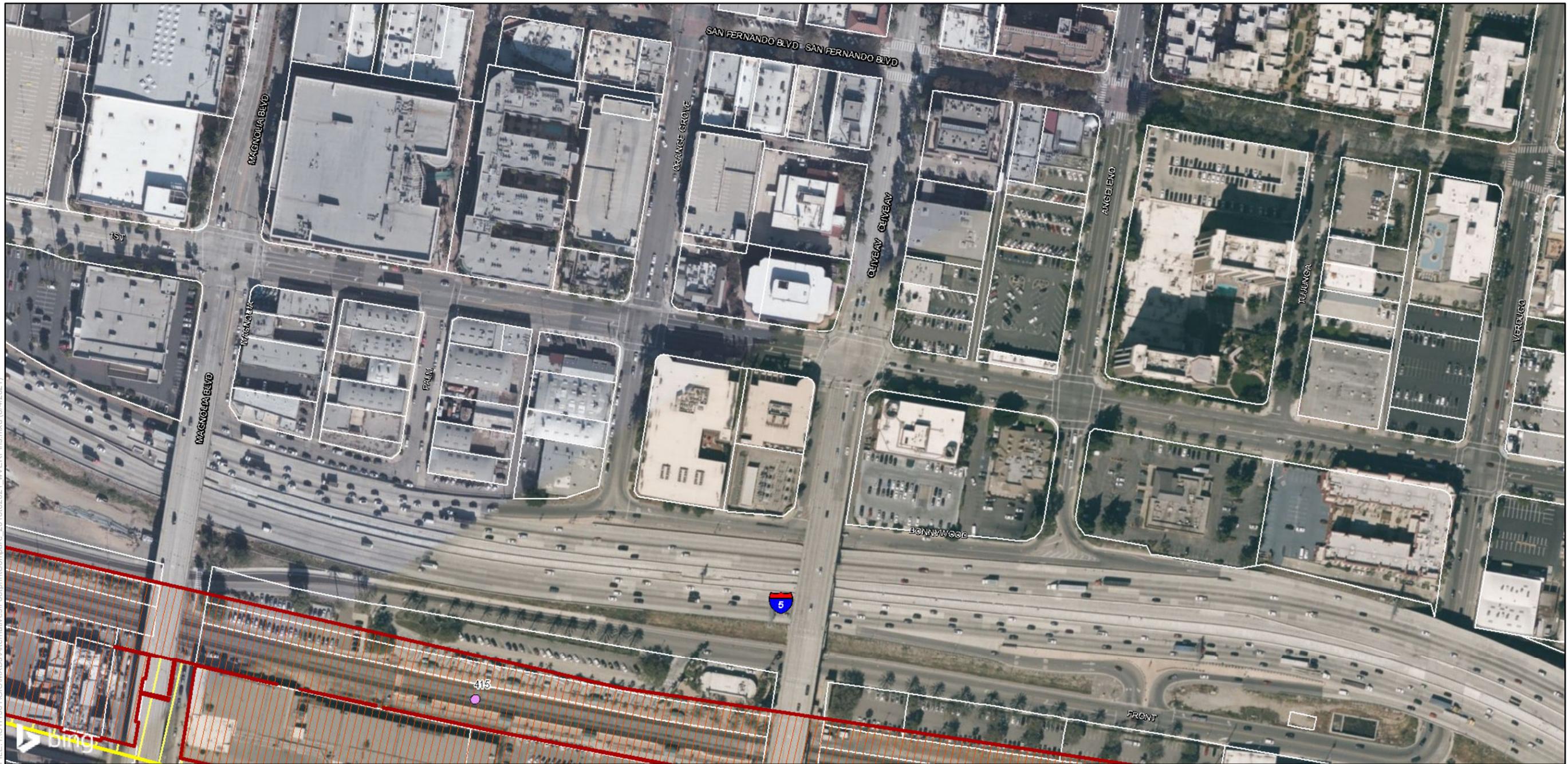
Comparison Category

Increase in Footprint (Temporary Impact)

VER Pins

● Group #8 - Utility Relocations





FILE: I:\ST11501\GIS\MXDs\Alternatives\FootprintCompare\_2018to2021\_VVERPins.mxd (8/4/2021)

SOURCE: Bing Maps (2015); JLP (2016); County of Los Angeles (2015); SCCIC (1/2018); CHSRA (6/2021)

Legend

Impact Areas - for Final EIR/EIS

Permanent Impact

Temporary Impact

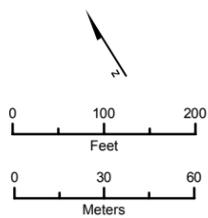
Impact Areas - for Draft EIR/EIS

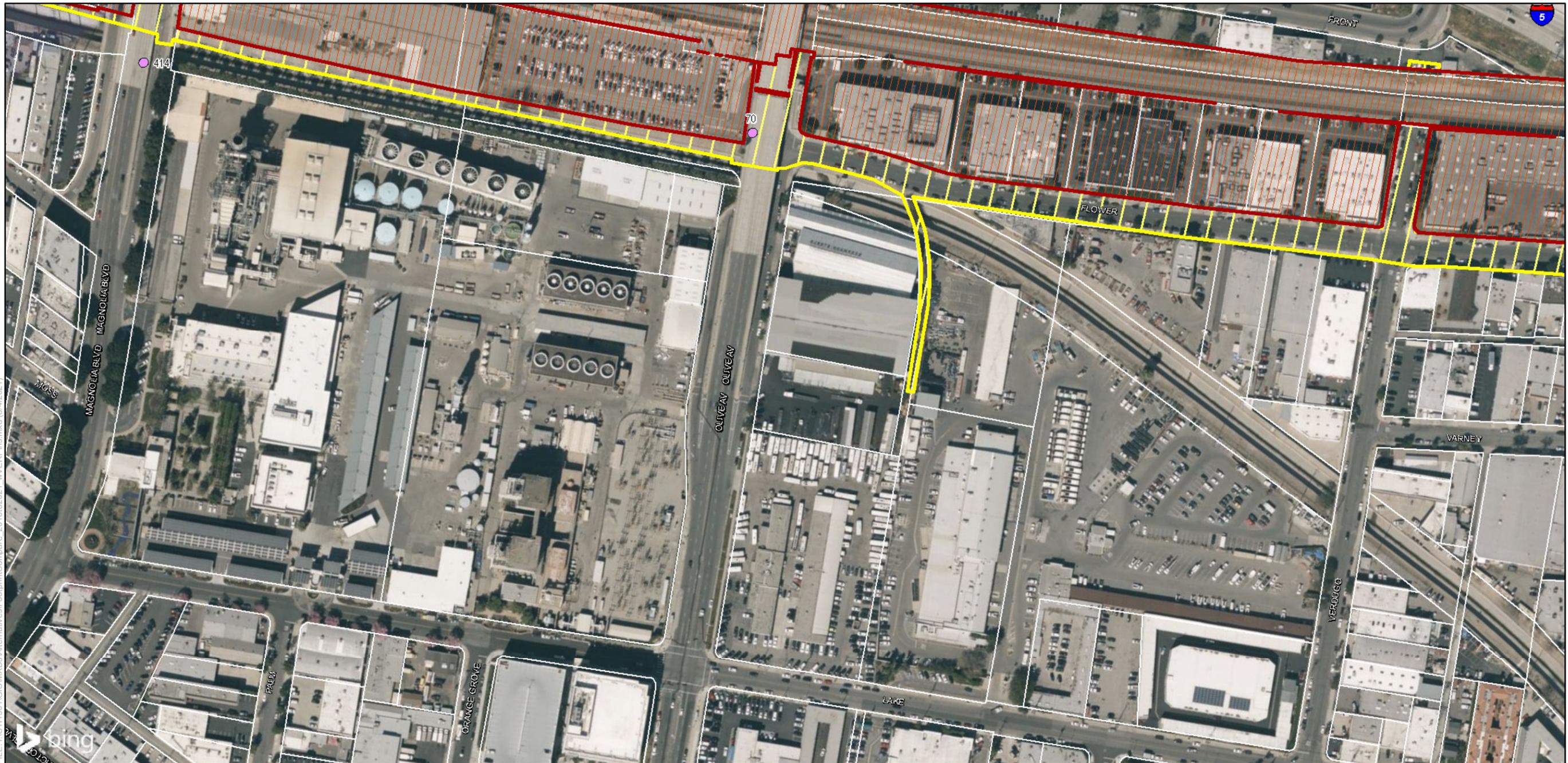
Permanent Impact

Temporary Impact

VER Pins

Group #8 - Utility Relocations





SOURCE: Bing Maps (2015); JLP (2016); County of Los Angeles (2015); SCCIC (1/2018); CHSRA (6/2021)

Legend

Impact Areas - for Final EIR/EIS

Permanent Impact

Temporary Impact

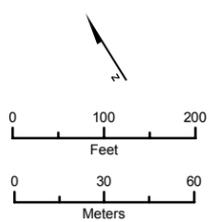
Impact Areas - for Draft EIR/EIS

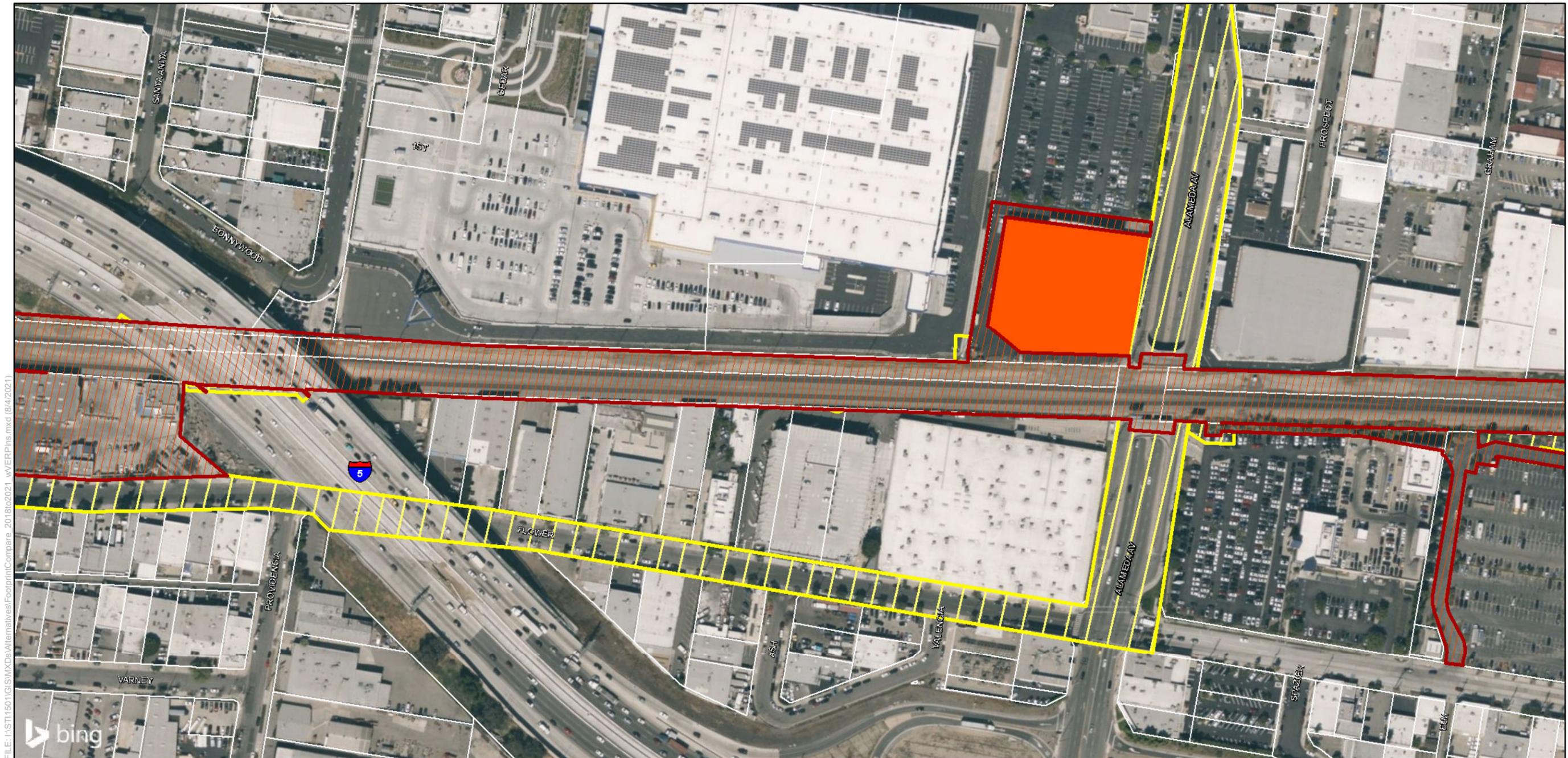
Permanent Impact

Temporary Impact

VER Pins

● Group #8 - Utility Relocations



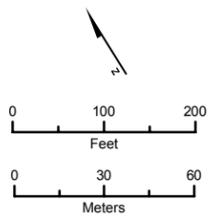


FILE: I:\ST11501\GIS\MXDs\Alternatives\FootprintCompare\_2018to2021\_w\ERPins.mxd (8/4/2021)

SOURCE: Bing Maps (2015); JLP (2016); County of Los Angeles (2015); SCCIC (1/2018); CHSRA (6/2021)

Legend

- |   |  |
|---|--|
| Impact Areas - for Final EIR/EIS  | Comparison Category  |
| <span style="border: 2px solid red; display: inline-block; width: 15px; height: 10px;"></span> Permanent Impact     | <span style="background-color: orange; display: inline-block; width: 15px; height: 10px;"></span> Increase in Footprint (Temporary Impact) |
| <span style="border: 2px solid yellow; display: inline-block; width: 15px; height: 10px;"></span> Temporary Impact  |  |
| Impact Areas - for Draft EIR/EIS  |  |
| <span style="border: 2px dashed red; display: inline-block; width: 15px; height: 10px;"></span> Permanent Impact    |  |
| <span style="border: 2px dashed yellow; display: inline-block; width: 15px; height: 10px;"></span> Temporary Impact |  |





FILE: I:\ST11501\GIS\MXDs\Alternatives\FootprintCompare\_2018to2021\_WVERPins.mxd (8/4/2021)

SOURCE: Bing Maps (2015); JLP (2016); County of Los Angeles (2015); SCCIC (1/2018); CHSRA (6/2021)

Legend

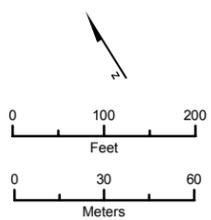
- Impact Areas - for Final EIR/EIS
  - Permanent Impact
  - Temporary Impact
- Impact Areas - for Draft EIR/EIS
  - Permanent Impact
  - Temporary Impact

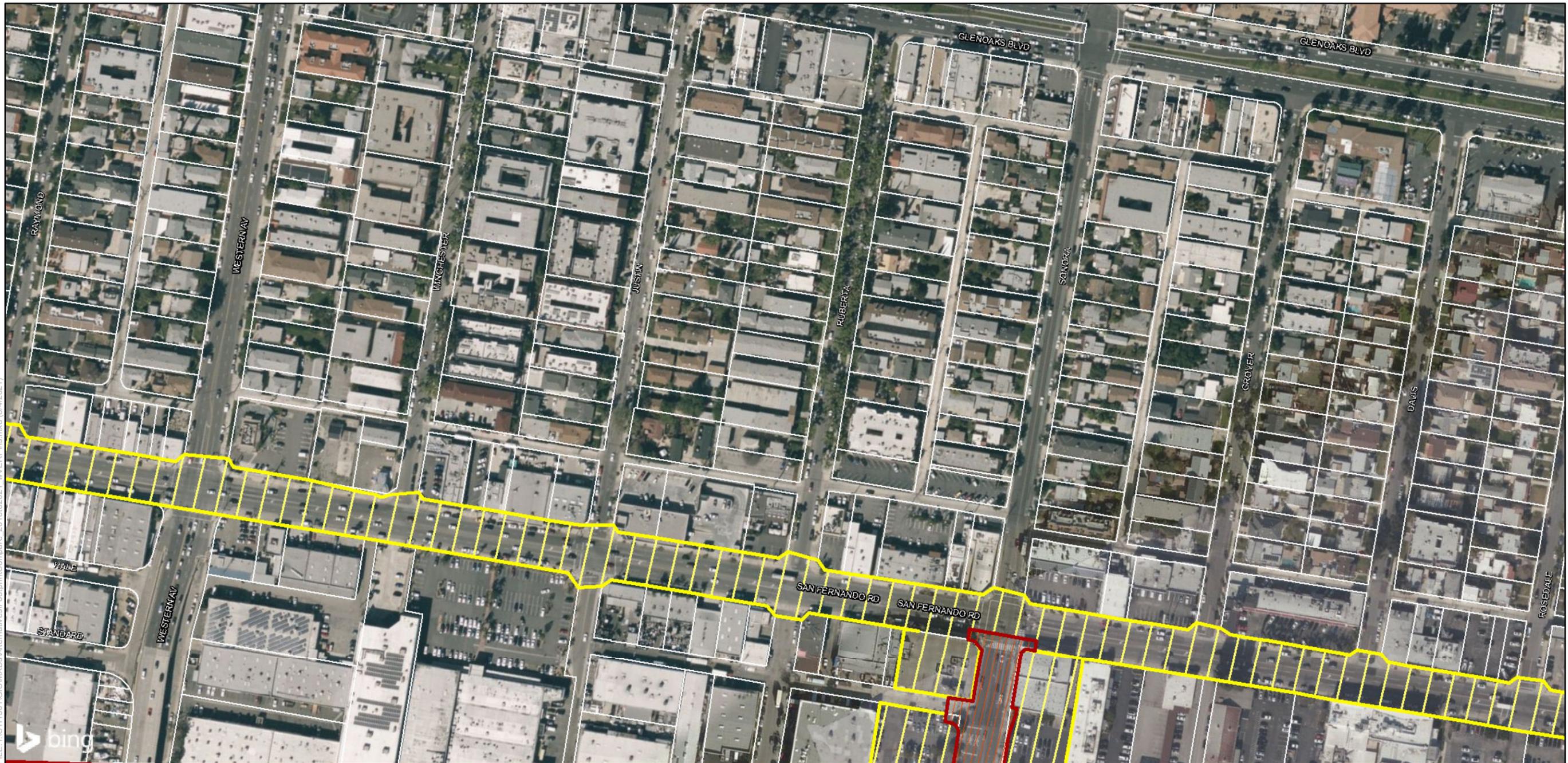
Comparison Category

- Increase in Footprint (Temporary Impact)

VER Pins

- Group #8 - Utility Relocations





SOURCE: Bing Maps (2015); JLP (2016); County of Los Angeles (2015); SCCIC (1/2018); CHSRA (6/2021)

Legend

Impact Areas - for Final EIR/EIS

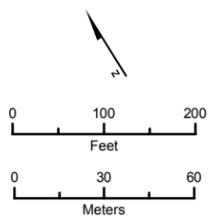
Permanent Impact

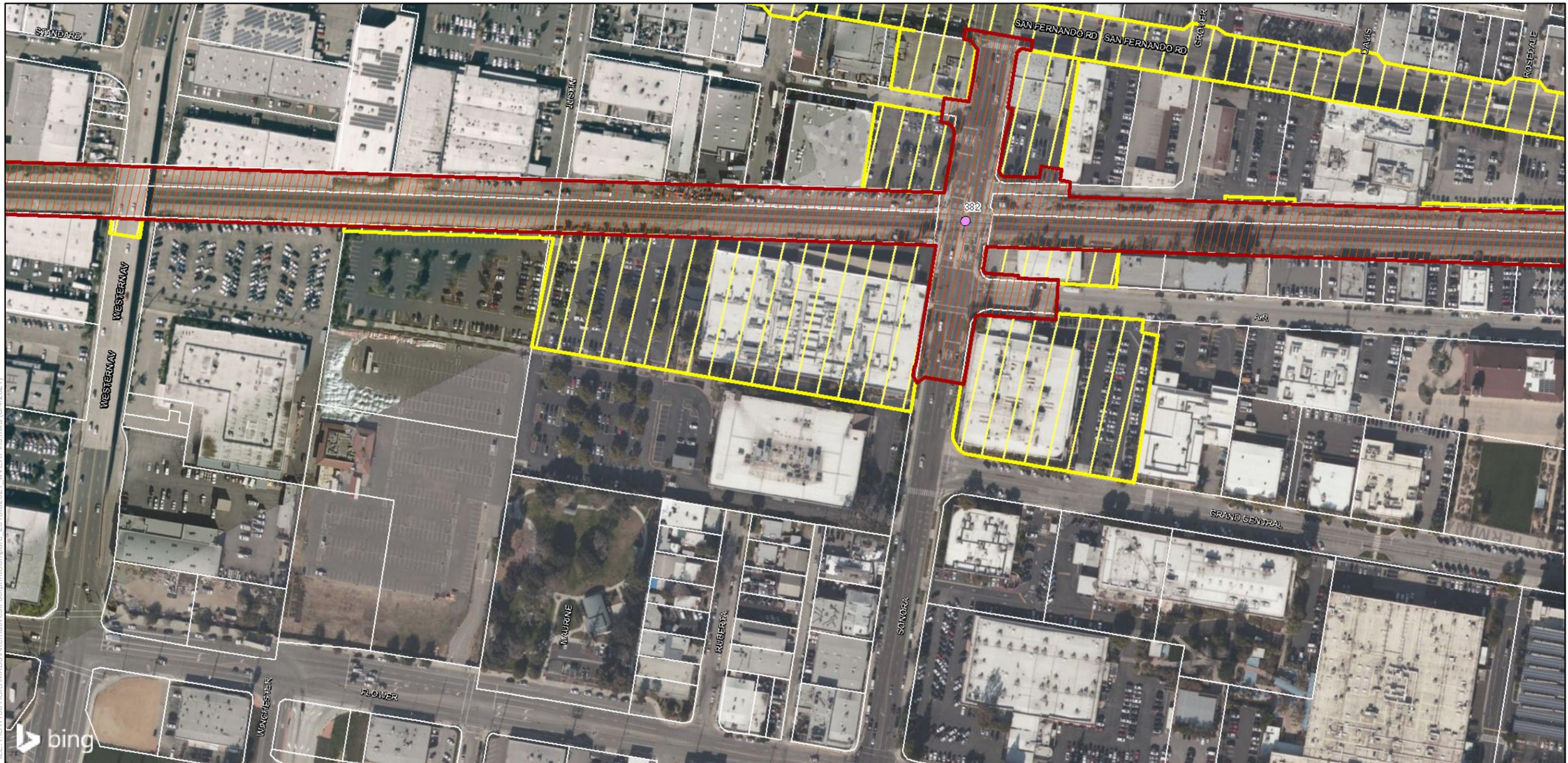
Temporary Impact

Impact Areas - for Draft EIR/EIS

Permanent Impact

Temporary Impact

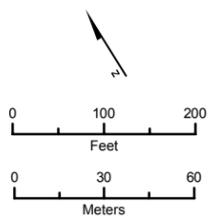


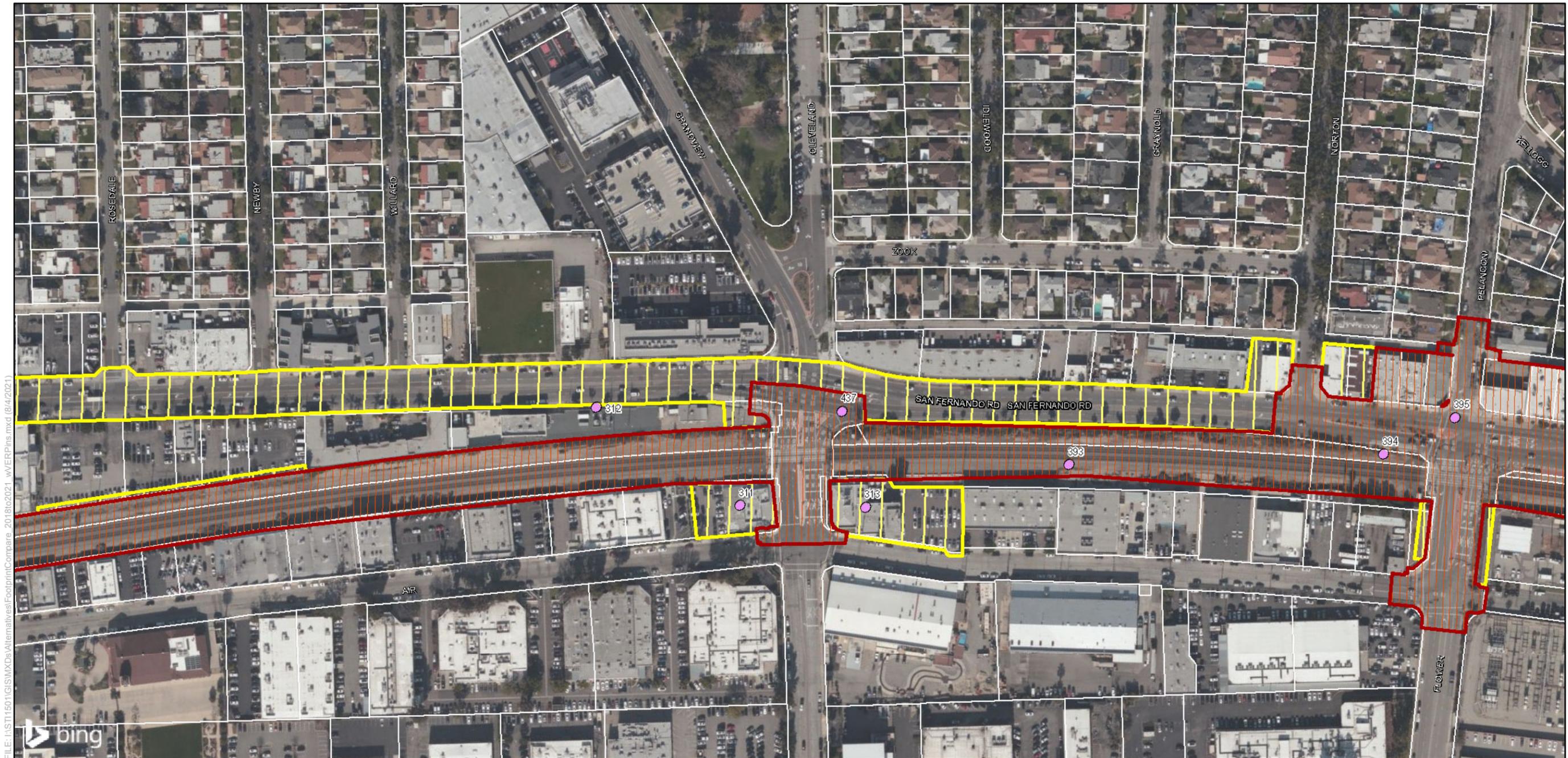


SOURCE: Bing Maps (2015); JLP (2016); County of Los Angeles (2015); SCCIC (1/2018); CHSRA (6/2021)

Legend

- |                                  |                                |
|----------------------------------|--------------------------------|
| Impact Areas - for Final EIR/EIS | VER Pins                       |
| Permanent Impact                 | Group #8 - Utility Relocations |
| Temporary Impact                 |                                |
| Impact Areas - for Draft EIR/EIS |                                |
| Permanent Impact                 |                                |
| Temporary Impact                 |                                |



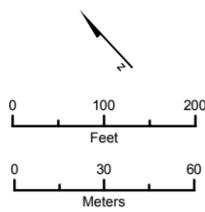


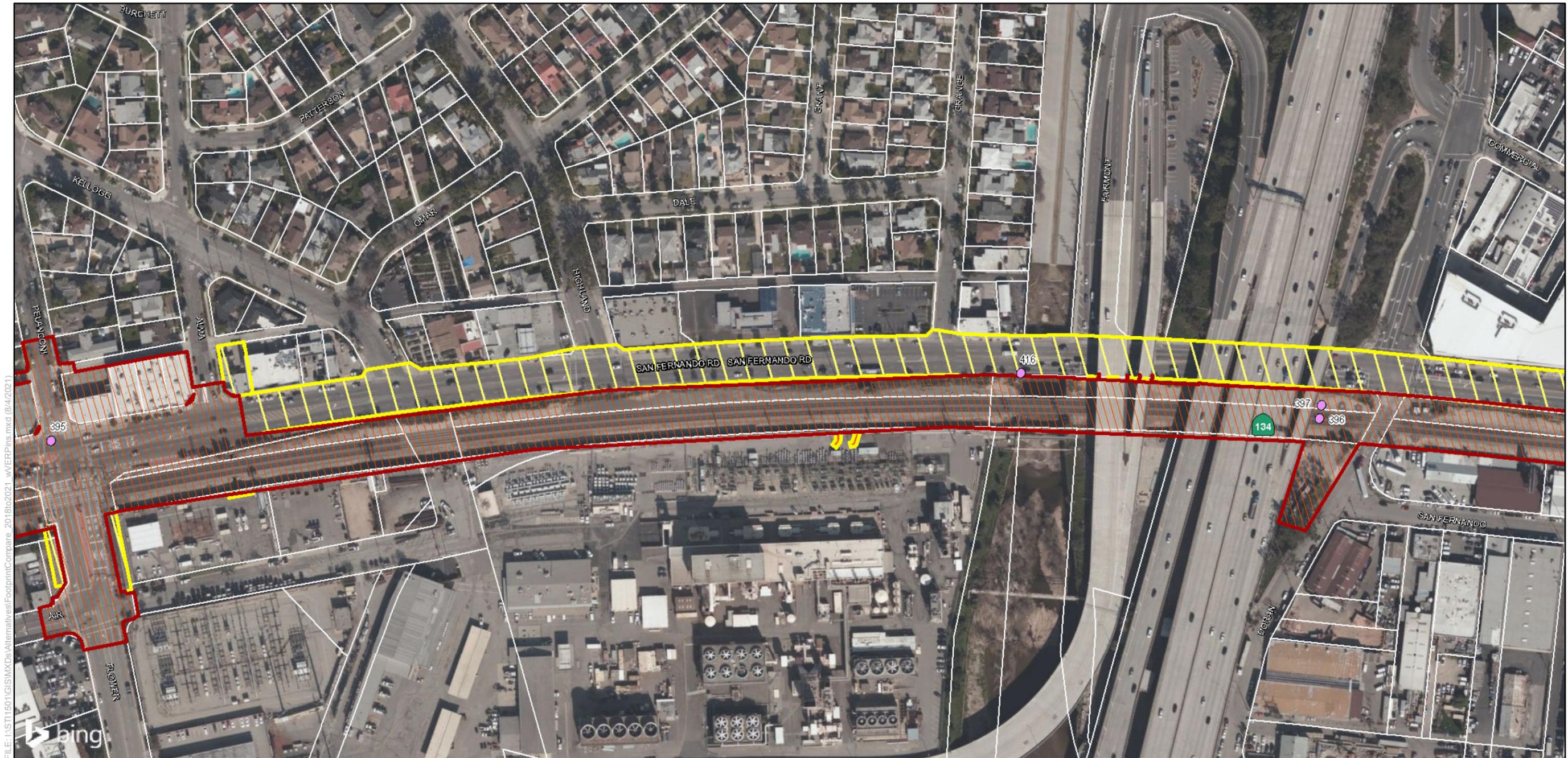
FILE: I:\ST1501\GIS\MXDs\Alternatives\FootprintCompare\_2018to2021\_L\WERPins.mxd (8/4/2021)

SOURCE: Bing Maps (2015); JLP (2016); County of Los Angeles (2015); SCCIC (1/2018); CHSRA (6/2021)

Legend

- |                                  |                                |
|----------------------------------|--------------------------------|
| Impact Areas - for Final EIR/EIS | VER Pins                       |
| Permanent Impact                 | Group #8 - Utility Relocations |
| Temporary Impact                 |                                |
| Impact Areas - for Draft EIR/EIS |                                |
| Permanent Impact                 |                                |
| Temporary Impact                 |                                |





SOURCE: Bing Maps (2015); JLP (2016); County of Los Angeles (2015); SCCIC (1/2018); CHSRA (6/2021)

Legend

Impact Areas - for Final EIR/EIS

Permanent Impact

Temporary Impact

Impact Areas - for Draft EIR/EIS

Permanent Impact

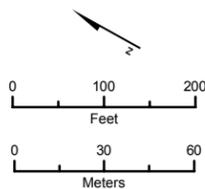
Temporary Impact

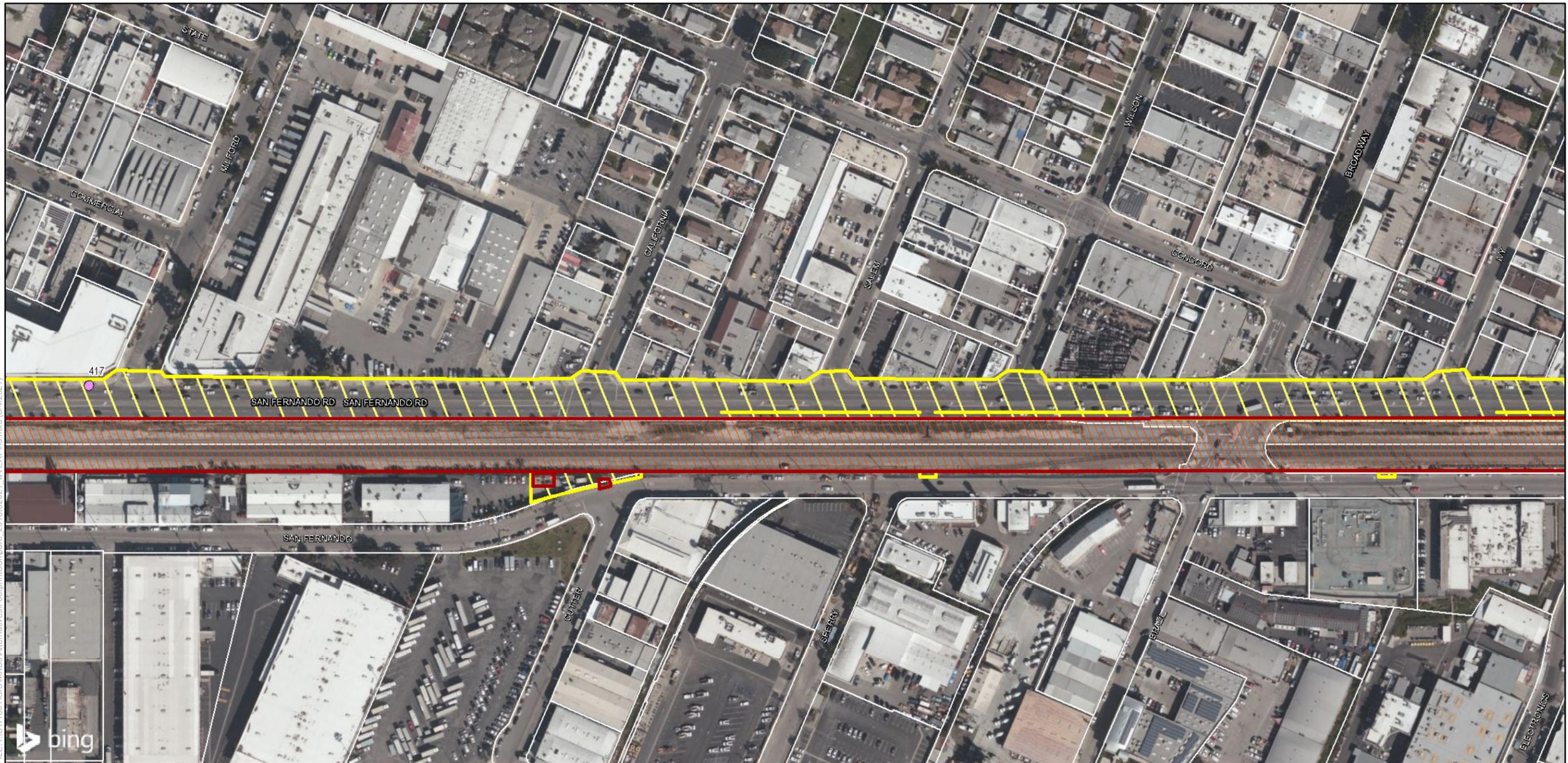
Comparison Category

Increase in Footprint (Temporary Impact)

VER Pins

Group #8 - Utility Relocations

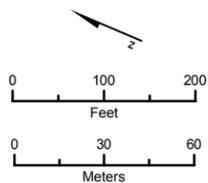


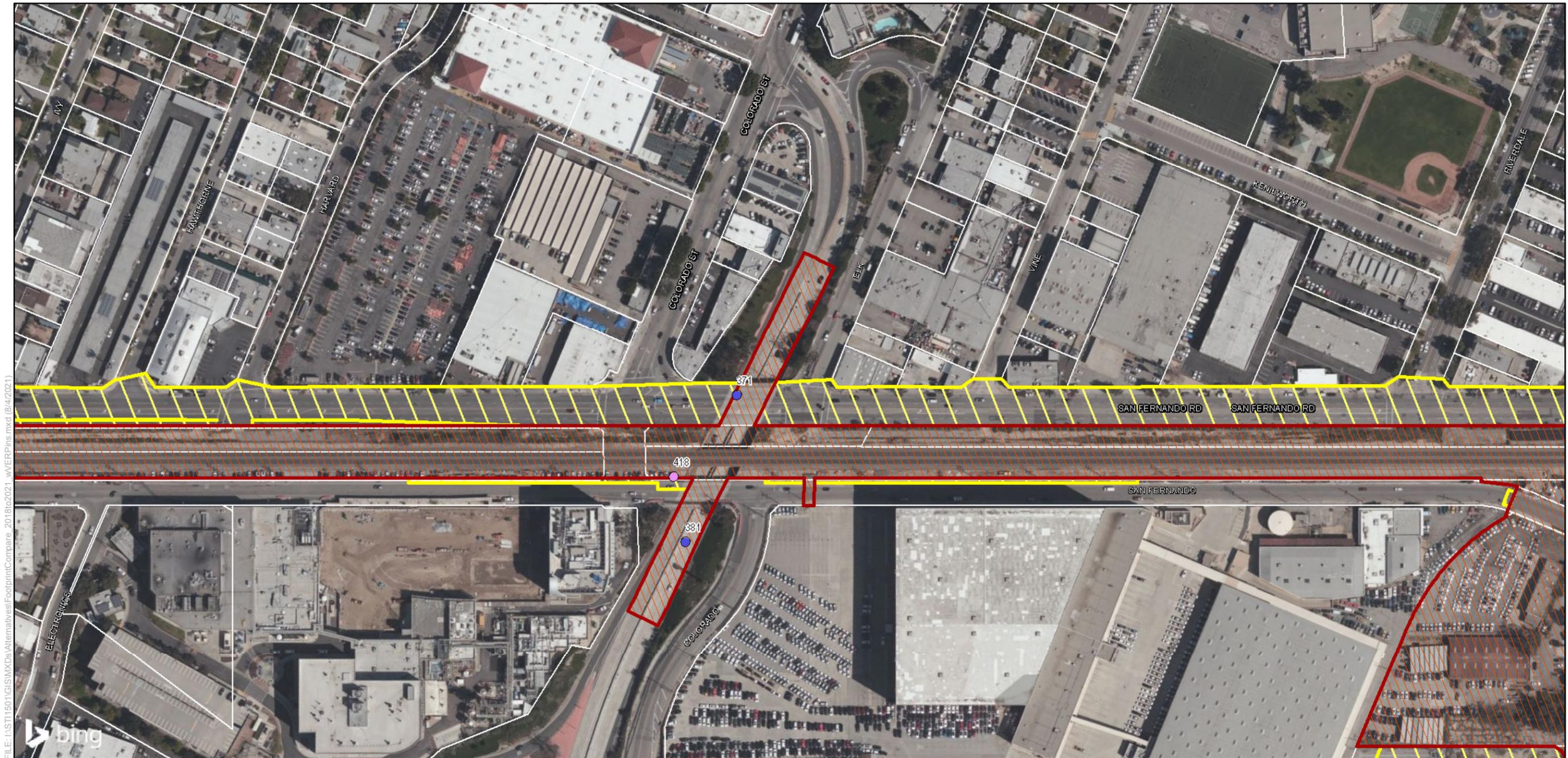


SOURCE: Bing Maps (2015); JLP (2016); County of Los Angeles (2015); SCCIC (1/2018); CHSRA (6/2021)

Legend

- |                                  |                                |
|----------------------------------|--------------------------------|
| Impact Areas - for Final EIR/EIS | VER Pins                       |
| Permanent Impact                 | Group #8 - Utility Relocations |
| Temporary Impact                 |                                |
| Impact Areas - for Draft EIR/EIS |                                |
| Permanent Impact                 |                                |
| Temporary Impact                 |                                |





SOURCE: Bing Maps (2015); JLP (2016); County of Los Angeles (2015); SCCIC (1/2018); CHSRA (6/2021)

Legend

Impact Areas - for Final EIR/EIS

Permanent Impact

Temporary Impact

Impact Areas - for Draft EIR/EIS

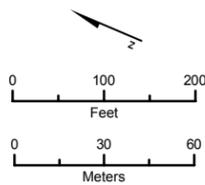
Permanent Impact

Temporary Impact

VER Pins

Group #4 Glendale Systems

Group #8 - Utility Relocations





SOURCE: Bing Maps (2015); JLP (2016); County of Los Angeles (2015); SCCIC (1/2018); CHSRA (6/2021)

Legend

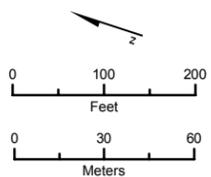
- Impact Areas - for Final EIR/EIS
- Permanent Impact
  - Temporary Impact
- Impact Areas - for Draft EIR/EIS
- Permanent Impact
  - Temporary Impact

Comparison Category

- Decrease in Footprint (Temporary Impact)
- Change from Permanent to Temporary Impact
- Increase in Footprint (Permanent Impact)
- Increase in Footprint (Temporary Impact)
- Change from Temporary to Permanent Impact

VER Pins

- Group #2 - Chevy Chase Overpass
- Group #8 - Utility Relocations





SOURCE: Bing Maps (2015); JLP (2016); County of Los Angeles (2015); SCCIC (1/2018); CHSRA (6/2021)

Legend

Impact Areas - for Final EIR/EIS

Permanent Impact

Temporary Impact

Impact Areas - for Draft EIR/EIS

Permanent Impact

Temporary Impact

Comparison Category

Increase in Footprint (Temporary Impact)

Change from Temporary to Permanent Impact

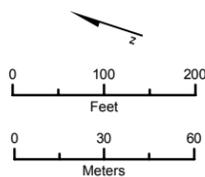
VER Pins

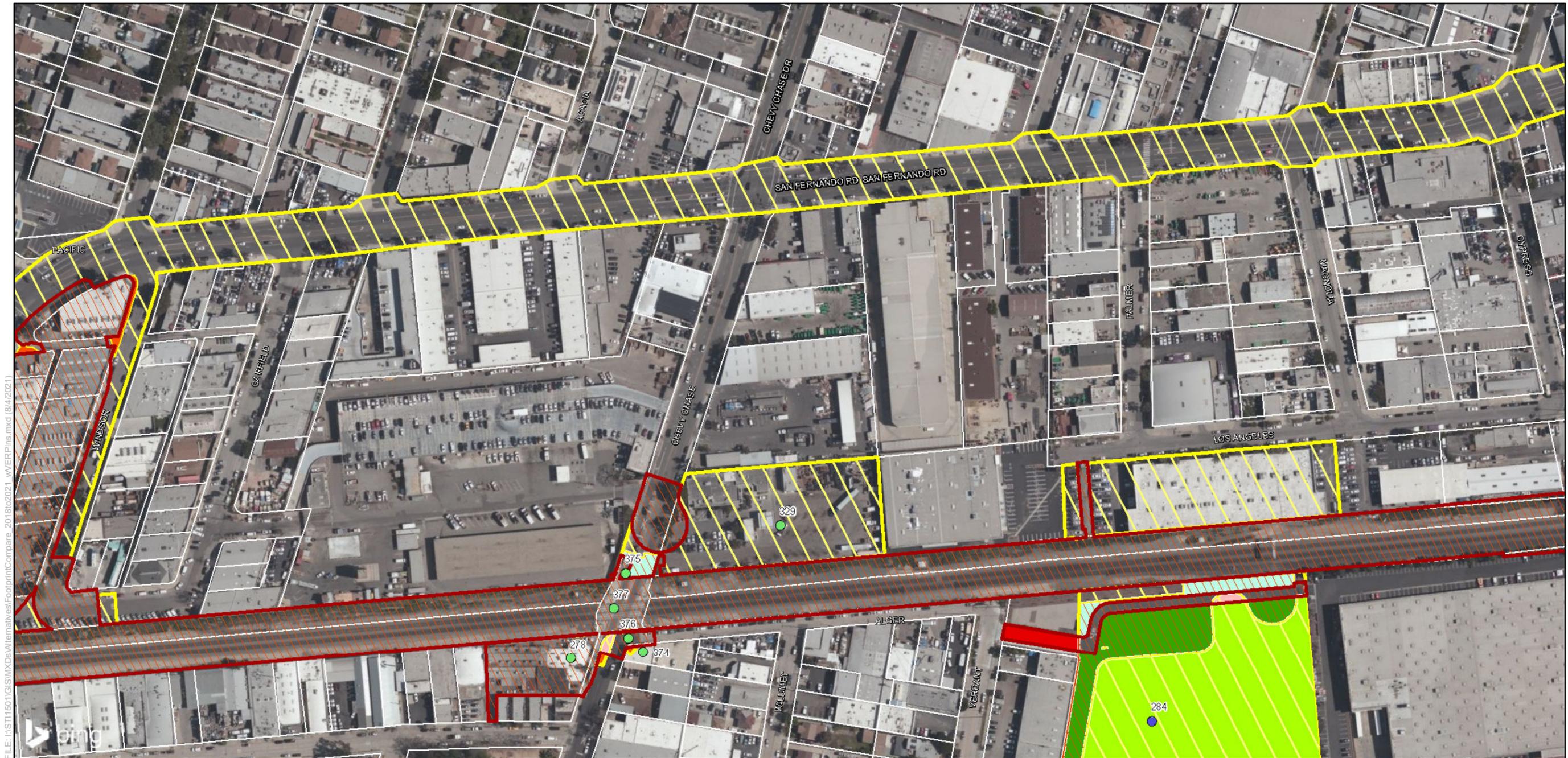
Group #2 - Chevy Chase Overpass

Group #6 Burbank/ Group #7 Glendale Extraction Wells

Group #8 - Utility Relocations

Group #9 - Miscellaneous





FILE: I:\ST1501\GIS\MXDs\Alternatives\FootprintCompare\_2018to2021\_L\WERPins.mxd (8/4/2021)

SOURCE: Bing Maps (2015); JLP (2016); County of Los Angeles (2015); SCCIC (1/2018); CHSRA (6/2021)

Legend

Impact Areas - for Final EIR/EIS

- Permanent Impact
- Temporary Impact

Impact Areas - for Draft EIR/EIS

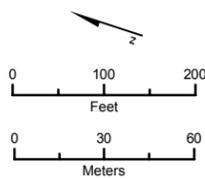
- Permanent Impact
- Temporary Impact

Comparison Category

- Decrease in Footprint (Permanent Impact)
- Decrease in Footprint (Temporary Impact)
- Change from Permanent to Temporary Impact
- Increase in Footprint (Permanent Impact)
- Increase in Footprint (Temporary Impact)
- Change from Temporary to Permanent Impact

VER Pins

- Group #2 - Chevy Chase Overpass
- Group #4 Glendale Systems





SOURCE: Bing Maps (2015); JLP (2016); County of Los Angeles (2015); SCCIC (1/2018); CHSRA (6/2021)

Legend

Impact Areas - for Final EIR/EIS

- Permanent Impact
- Temporary Impact

Impact Areas - for Draft EIR/EIS

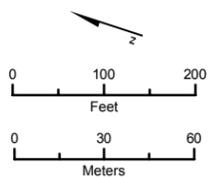
- Permanent Impact
- Temporary Impact

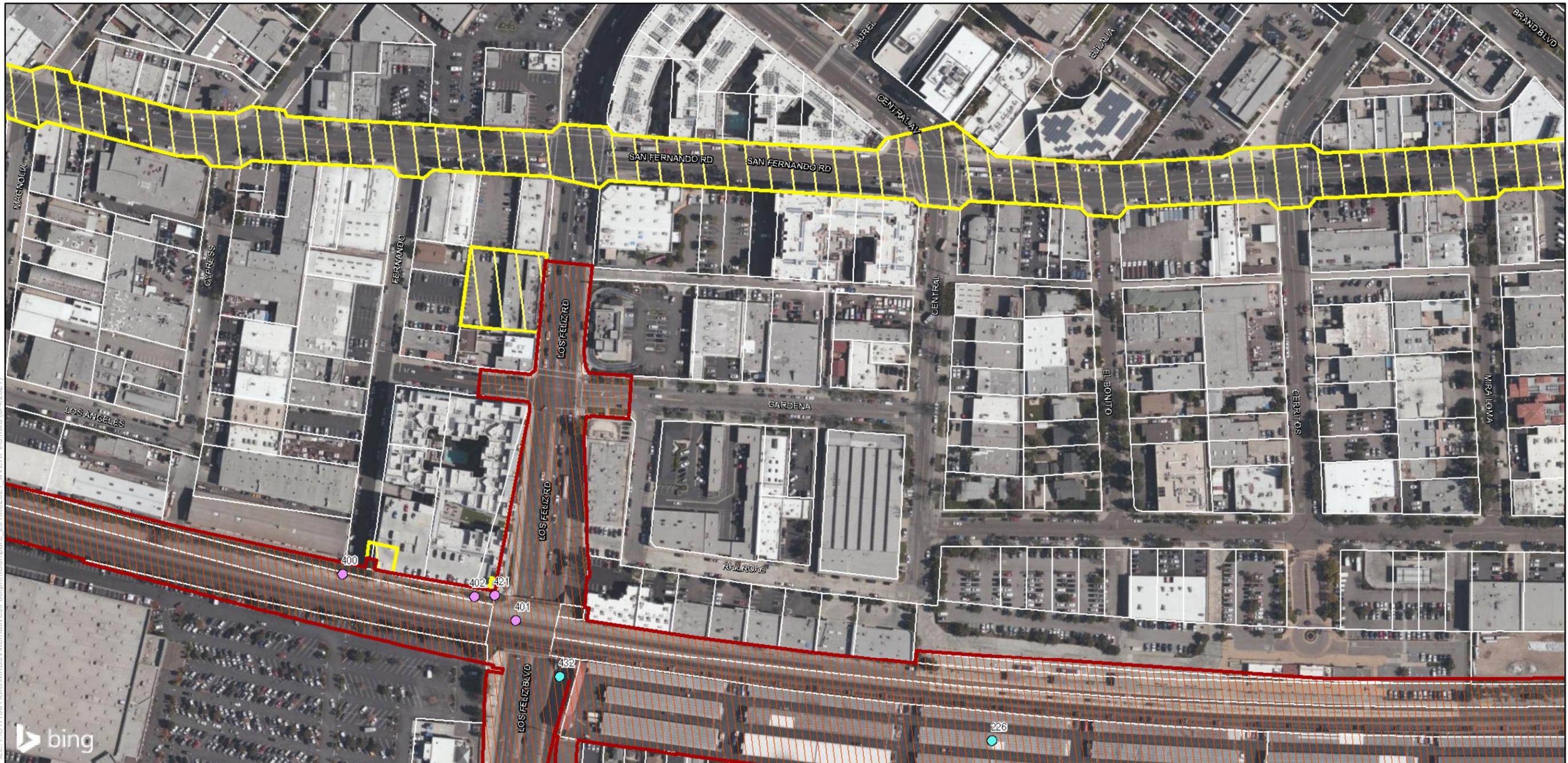
Comparison Category

- Decrease in Footprint (Permanent Impact)
- Decrease in Footprint (Temporary Impact)
- Change from Permanent to Temporary Impact
- Increase in Footprint (Permanent Impact)
- Increase in Footprint (Temporary Impact)
- Change from Temporary to Permanent Impact

VER Pins

- Group #2 - Chevy Chase Overpass
- Group #4 Glendale Systems
- Group #8 - Utility Relocations





FILE: I:\ST1501\GIS\MXDs\Alternatives\FootprintCompare\_2018to2021\_VVERPins.mxd (8/4/2021)

SOURCE: Bing Maps (2015); JLP (2016); County of Los Angeles (2015); SCCIC (1/2018); CHSRA (6/2021)

Legend

Impact Areas - for Final EIR/EIS

Permanent Impact

Temporary Impact

Impact Areas - for Draft EIR/EIS

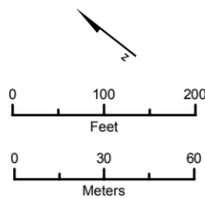
Permanent Impact

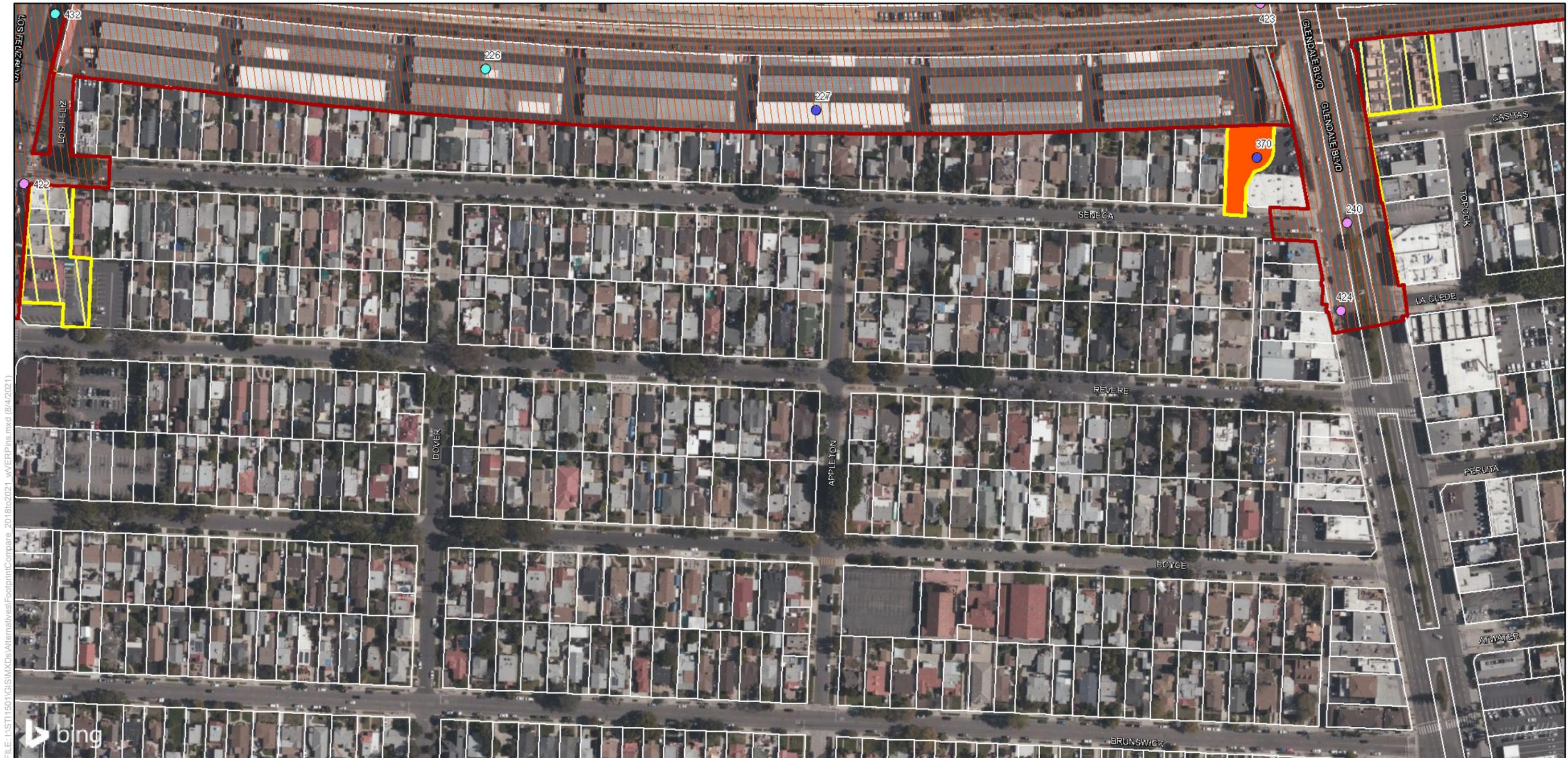
Temporary Impact

VER Pins

Group #8 - Utility Relocations

Group #9 - Miscellaneous





FILE: I:\ST11501\GIS\MXDs\Alternatives\FootprintCompare\_2011to2021\_L\_WVERPins.mxd (8/4/2021)

SOURCE: Bing Maps (2015); JLP (2016); County of Los Angeles (2015); SCCIC (1/2018); CHSRA (6/2021)

Legend

Impact Areas - for Final EIR/EIS

- Permanent Impact
- Temporary Impact

Impact Areas - for Draft EIR/EIS

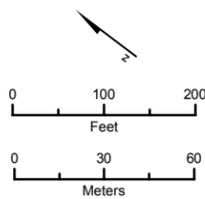
- Permanent Impact
- Temporary Impact

Comparison Category

- Increase in Footprint (Temporary Impact)

VER Pins

- Group #4 Glendale Systems
- Group #8 - Utility Relocations
- Group #9 - Miscellaneous





FILE: I:\ST1501\GIS\MXDs\Alternatives\FootprintCompare\_2018to2021\_L\WERPins.mxd (8/4/2021)

SOURCE: Bing Maps (2015); JLP (2016); County of Los Angeles (2015); SCCIC (1/2018); CHSRA (6/2021)

Legend

Impact Areas - for Final EIR/EIS

Permanent Impact

Temporary Impact

Impact Areas - for Draft EIR/EIS

Permanent Impact

Temporary Impact

Comparison Category

Decrease in Footprint (Permanent Impact)

Decrease in Footprint (Temporary Impact)

Change from Permanent to Temporary Impact

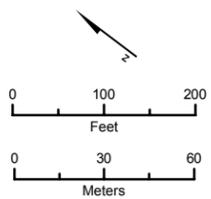
Increase in Footprint (Permanent Impact)

Increase in Footprint (Temporary Impact)

VER Pins

Group #4 Glendale Systems

Group #8 - Utility Relocations





FILE: I:\ST1501\GIS\MXDs\Alternatives\FootprintCompare\_2018to2021\_vv\VERPins.mxd (8/4/2021)

SOURCE: Bing Maps (2015); JLP (2016); County of Los Angeles (2015); SCCIC (1/2018); CHSRA (6/2021)

Legend

Impact Areas - for Final EIR/EIS

- Permanent Impact
- Temporary Impact

Impact Areas - for Draft EIR/EIS

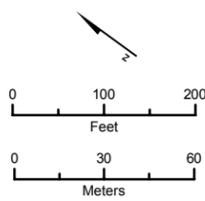
- Permanent Impact
- Temporary Impact

Comparison Category

- Decrease in Footprint (Permanent Impact)
- Change from Permanent to Temporary Impact
- Increase in Footprint (Permanent Impact)
- Increase in Footprint (Temporary Impact)

VER Pins

- Group #4 Glendale Systems
- Group #8 - Utility Relocations





SOURCE: Bing Maps (2015); JLP (2016); County of Los Angeles (2015); SCCIC (1/2018); CHSRA (6/2021)

Legend

Impact Areas - for Final EIR/EIS

Permanent Impact

Temporary Impact

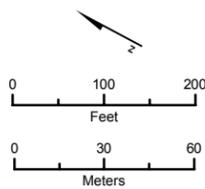
Impact Areas - for Draft EIR/EIS

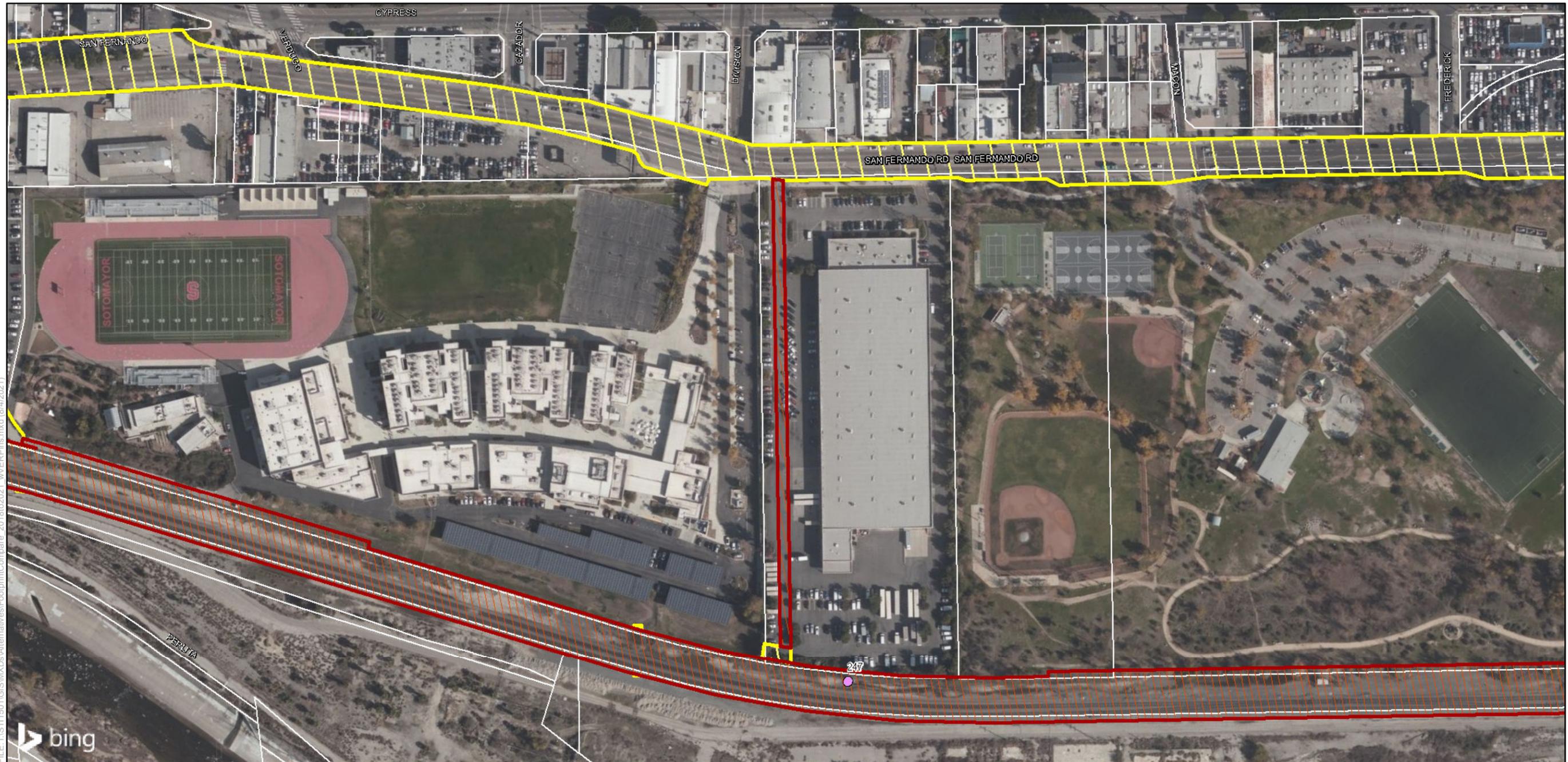
Permanent Impact

Temporary Impact

VER Pins

Group #8 - Utility Relocations





FILE: I:\ST11501\GIS\MXDs\Alternatives\FootprintCompare\_2018to2021\_VVERPins.mxd (8/4/2021)

SOURCE: Bing Maps (2015); JLP (2016); County of Los Angeles (2015); SCCIC (1/2018); CHSRA (6/2021)

Legend

Impact Areas - for Final EIR/EIS

Permanent Impact

Temporary Impact

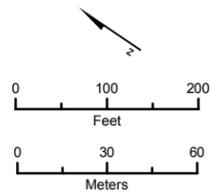
Impact Areas - for Draft EIR/EIS

Permanent Impact

Temporary Impact

VER Pins

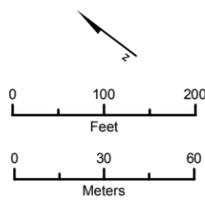
● Group #8 - Utility Relocations





SOURCE: Bing Maps (2015); JLP (2016); County of Los Angeles (2015); SCCIC (1/2018); CHSRA (6/2021)

- Legend
- Impact Areas - for Final EIR/EIS
- Permanent Impact
  - Temporary Impact
- Impact Areas - for Draft EIR/EIS
- Permanent Impact
  - Temporary Impact





FILE: I:\ST11501\GIS\MXDs\Alternatives\FootprintCompare\_2018to2021\_w\VERPins.mxd (8/4/2021)

SOURCE: Bing Maps (2015); JLP (2016); County of Los Angeles (2015); SCCIC (1/2018); CHSRA (6/2021)

Legend

Impact Areas - for Final EIR/EIS

- Permanent Impact
- Temporary Impact

Impact Areas - for Draft EIR/EIS

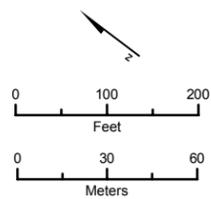
- Permanent Impact
- Temporary Impact

Comparison Category

- Decrease in Footprint (Permanent Impact)
- Change from Permanent to Temporary Impact

VER Pins

- Group #8 - Utility Relocations





FILE: I:\ST1501\GIS\Map\Alternatives\FootprintCompare\_2018to2021\_L\WERPins.mxd (8/4/2021)

SOURCE: Bing Maps (2015); JLP (2016); County of Los Angeles (2015); SCCIC (1/2018); CHSRA (6/2021)

Legend

Impact Areas - for Final EIR/EIS

Permanent Impact

Temporary Impact

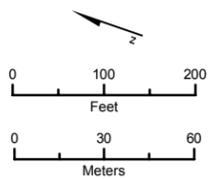
Impact Areas - for Draft EIR/EIS

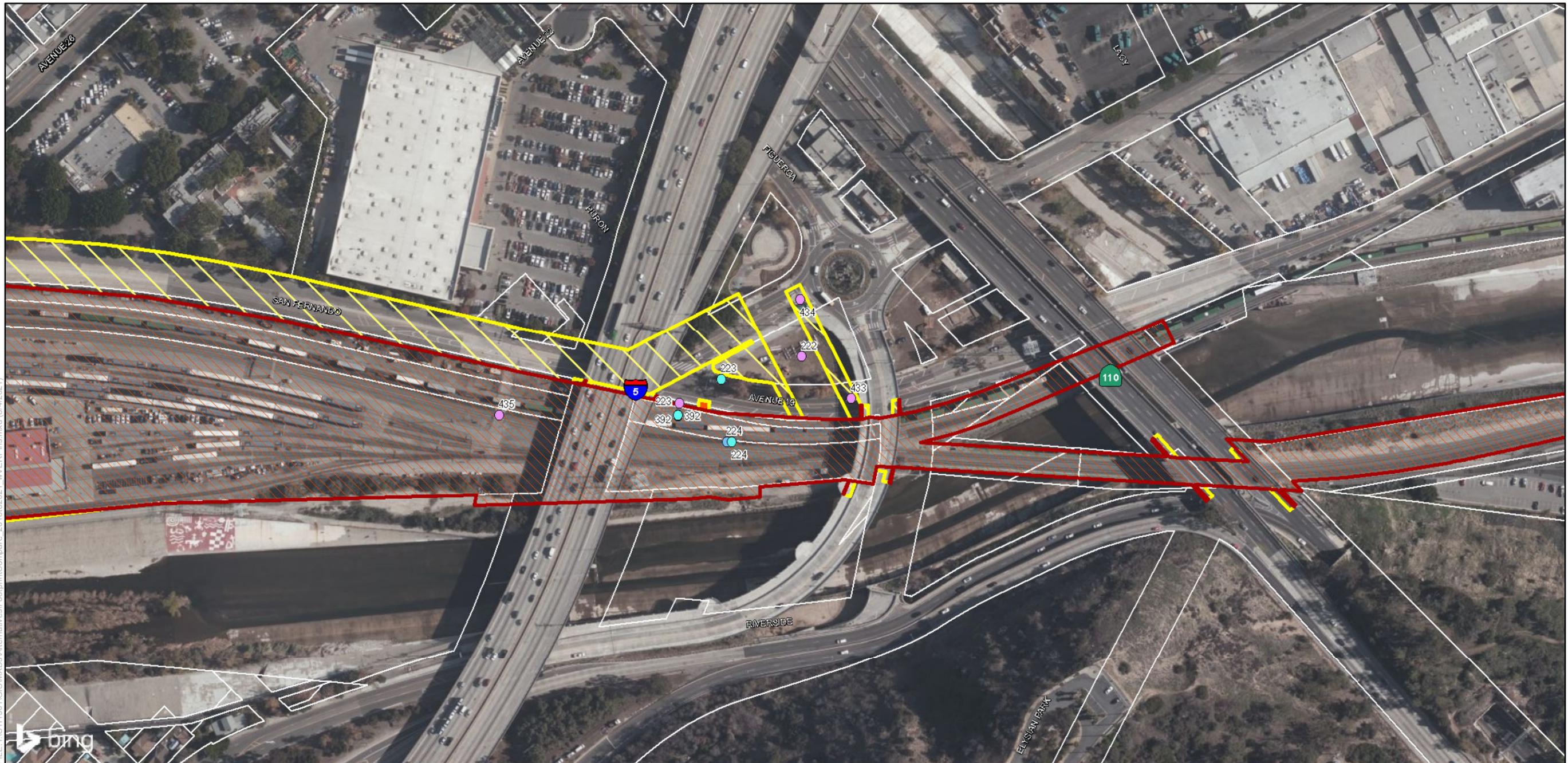
Permanent Impact

Temporary Impact

VER Pins

● Group #8 - Utility Relocations





FILE: I:\ST11501\GIS\MXDs\Alternatives\FootprintCompare\_2018to2021\_w\VERPins.mxd (8/4/2021)

SOURCE: Bing Maps (2015); JLP (2016); County of Los Angeles (2015); SCCIC (1/2018); CHSRA (6/2021)

Legend

Impact Areas - for Final EIR/EIS

Permanent Impact

Temporary Impact

Impact Areas - for Draft EIR/EIS

Permanent Impact

Temporary Impact

Comparison Category

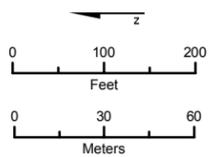
Increase in Footprint (Temporary Impact)

VER Pins

Group #3 CMF South End Connection

Group #8 - Utility Relocations

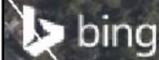
Group #9 - Miscellaneous





FILE: I:\ST11501\GIS\MXDs\Alternatives\FootprintCompare\_2018to2021\_w\PERpins.mxd (8/4/2021)

SOURCE: Bing Maps (2015); JLP (2016); County of Los Angeles (2015); SCCIC (1/2018); CHSRA (6/2021)



Legend

Impact Areas - for Final EIR/EIS

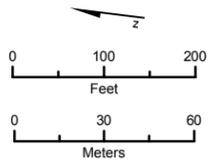
Permanent Impact

Temporary Impact

Impact Areas - for Draft EIR/EIS

Permanent Impact

Temporary Impact





SOURCE: Bing Maps (2015); JLP (2016); County of Los Angeles (2015); SCCIC (1/2018); CHSRA (6/2021)

Legend

Impact Areas - for Final EIR/EIS

Permanent Impact

Temporary Impact

Impact Areas - for Draft EIR/EIS

Permanent Impact

Temporary Impact

Comparison Category

Decrease in Footprint (Permanent Impact)

Decrease in Footprint (Temporary Impact)

Change from Permanent to Temporary Impact

Increase in Footprint (Permanent Impact)

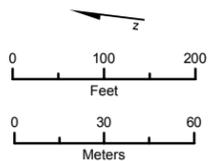
Increase in Footprint (Temporary Impact)

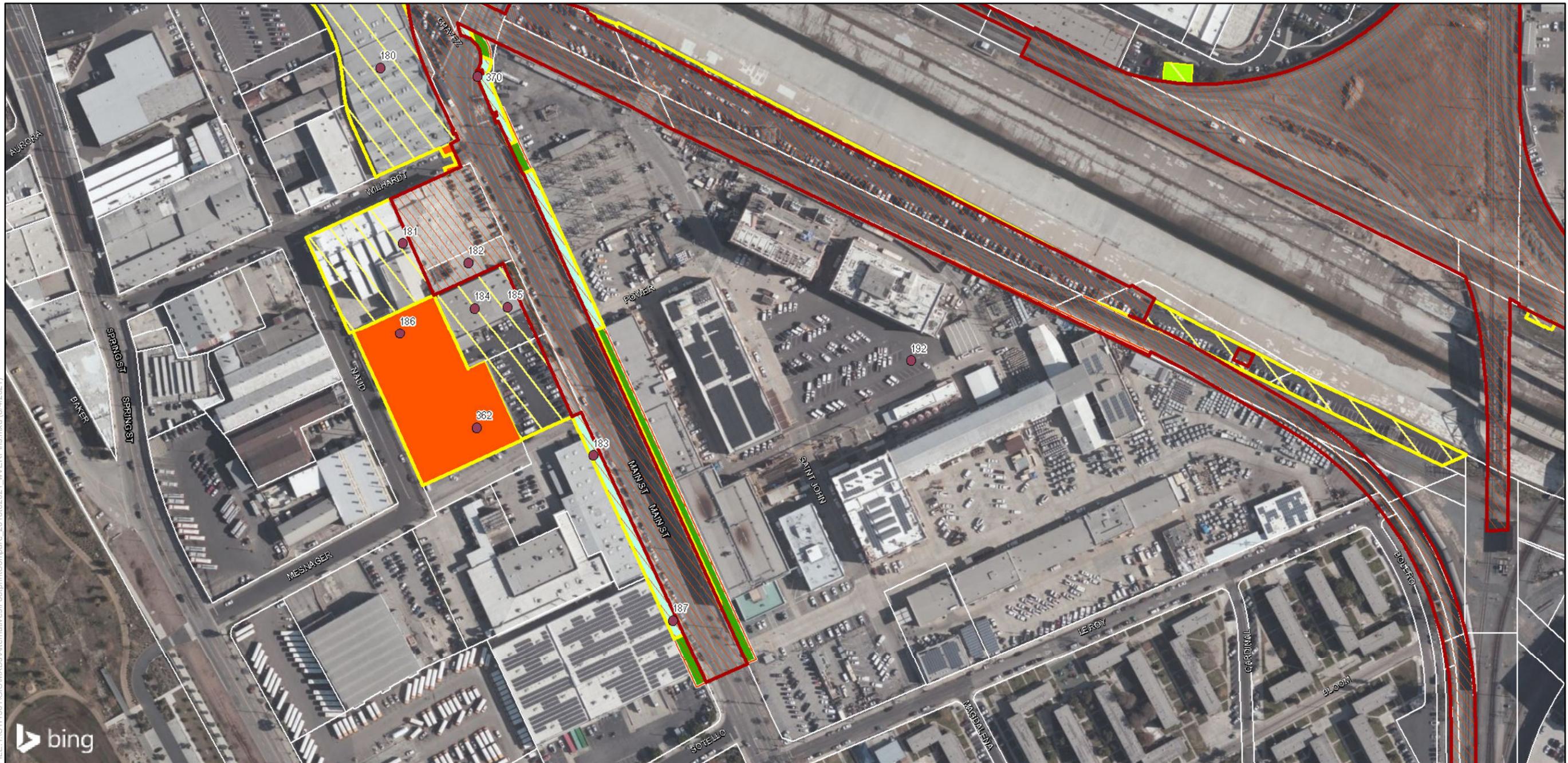
Change from Temporary to Permanent Impact

VER Pins

Group #1 - Main Street Overpass

Group #5 - San Antonio Winery Signal House





SOURCE: Bing Maps (2015); JLP (2016); County of Los Angeles (2015); SCCIC (1/2018); CHSRA (6/2021)

Legend

Impact Areas - for Final EIR/EIS

- Permanent Impact
- Temporary Impact

Impact Areas - for Draft EIR/EIS

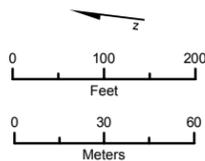
- Permanent Impact
- Temporary Impact

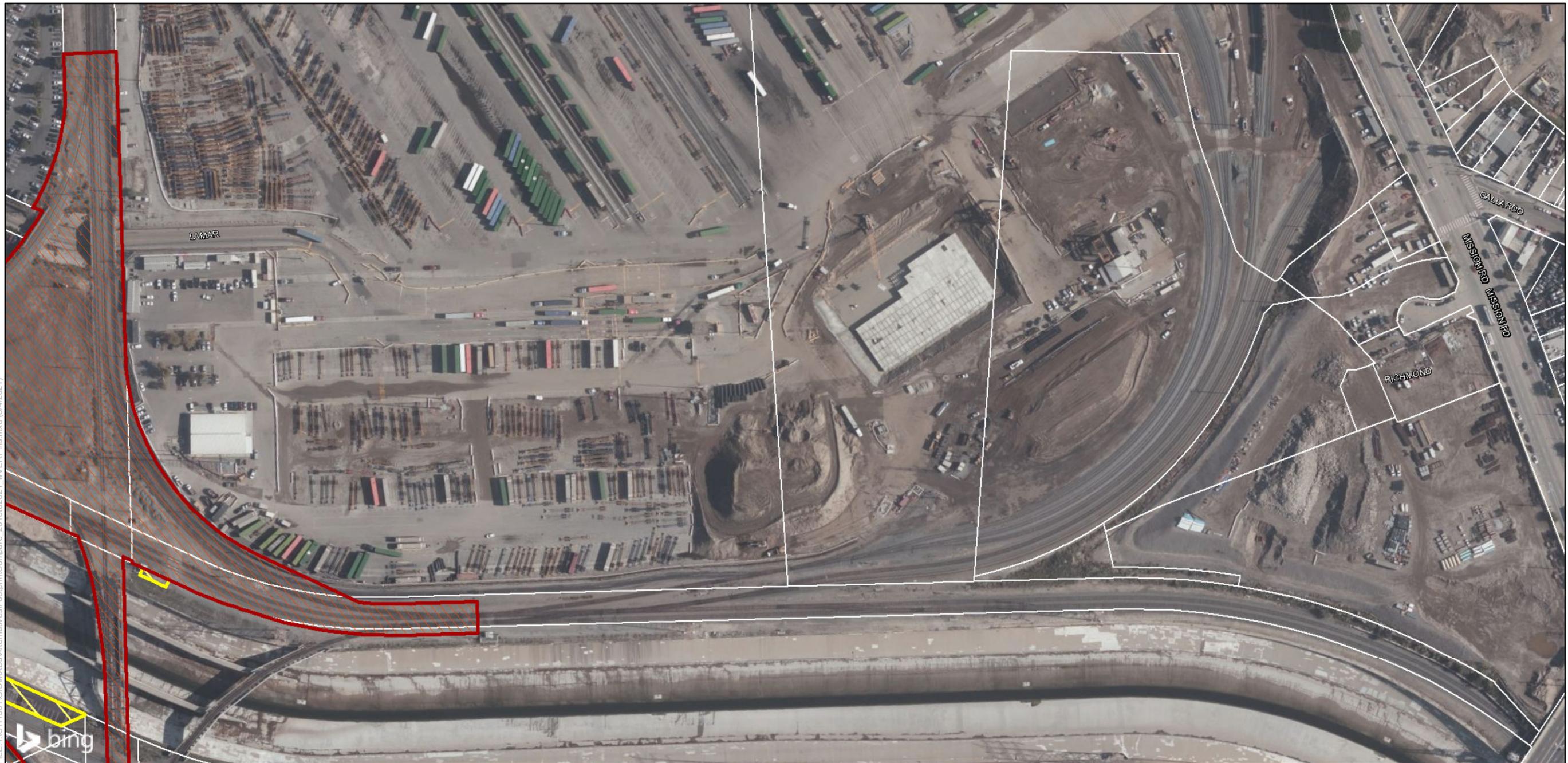
Comparison Category

- Decrease in Footprint (Permanent Impact)
- Decrease in Footprint (Temporary Impact)
- Change from Permanent to Temporary Impact
- Increase in Footprint (Permanent Impact)
- Increase in Footprint (Temporary Impact)
- Change from Temporary to Permanent Impact

VER Pins

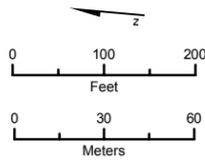
- Group #1 - Main Street Overpass





SOURCE: Bing Maps (2015); JLP (2016); County of Los Angeles (2015); SCCIC (1/2018); CHSRA (6/2021)

- Legend
- Impact Areas - for Final EIR/EIS
    - Permanent Impact
    - Temporary Impact
  - Impact Areas - for Draft EIR/EIS
    - Permanent Impact
    - Temporary Impact





SOURCE: Bing Maps (2015); JLP (2016); County of Los Angeles (2015); SCCIC (1/2018); CHSRA (6/2021)

Legend

Impact Areas - for Final EIR/EIS

Permanent Impact

Temporary Impact

Impact Areas - for Draft EIR/EIS

Permanent Impact

Temporary Impact

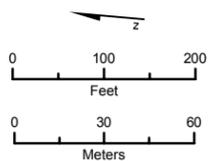
Comparison Category

Decrease in Footprint (Permanent Impact)

Change from Permanent to Temporary Impact

VER Pins

Group #1 - Main Street Overpass





FILE: I:\ST11501\GIS\MXDs\Alternatives\FootprintCompare\_2018to2021\_w\ERPins.mxd (8/4/2021)

SOURCE: Bing Maps (2015); JLP (2016); County of Los Angeles (2015); SCCIC (1/2018); CHSRA (6/2021)

Legend

Impact Areas - for Final EIR/EIS

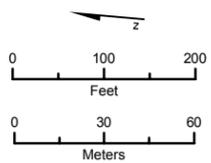
Permanent Impact

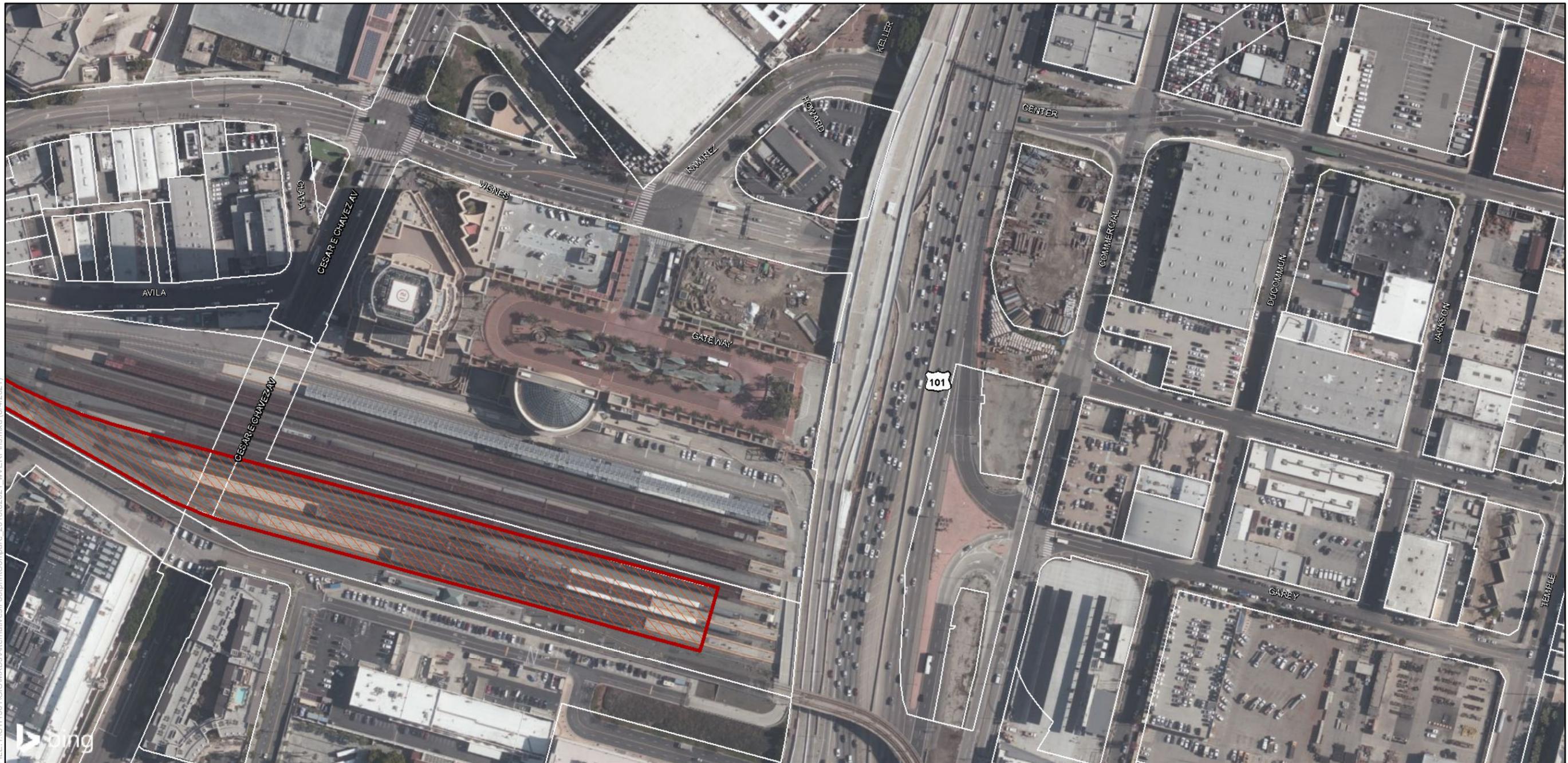
Temporary Impact

Impact Areas - for Draft EIR/EIS

Permanent Impact

Temporary Impact





SOURCE: Bing Maps (2015); JLP (2016); County of Los Angeles (2015); SCCIC (1/2018); CHSRA (6/2021)

Legend

Impact Areas - for Final EIR/EIS

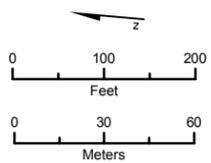
Permanent Impact

Temporary Impact

Impact Areas - for Draft EIR/EIS

Permanent Impact

Temporary Impact



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